



Rs. 1900.00

M E M O I R
O F A
MAP of HINDOOSTAN;
O R T H E
M O G U L ' s E M P I R E :

With an EXAMINATION of some POSITIONS in the former SYSTEM
of INDIAN GEOGRAPHY;

And some ILLUSTRATIONS of the present one;

And a Complete INDEX of NAMES to the MAP.

By J A M E S R E N N E L L, F. R. S.

Late MAJOR of ENGINEERS, and SURVEYOR GENERAL in BENGAL.

From *Samarchand* by *Oxus*, *Temir's Throne*,
To *Agra* and *Labor* of Great Mogul,
Down to the *Golden Chersonese* —
And utmost Indian Isle *Taprobana*.

MILTON.

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1783

P R E F A C E.

WHILST the theatre of the BRITISH WARS in HINDOOSTAN was limited to a particular province of it, little curiosity was excited towards the general Geography of the country : but now that we are engaged either in wars, alliances, or negociations, with all the principal powers of the Empire, and have displayed the BRITISH STANDARDS from one extreme of it to the other ; A MAP OF HINDOOSTAN, such as will explain the local circumstances of our political connections, and the marches of our Armies, cannot but be highly interesting to every person whose imagination has been struck by the splendor of our victories, or whose attention is roused by the present critical state of our affairs, in that quarter of the globe.

That, which I now offer to the public, is intended to answer the above purposes ; all such minutiae as tend rather to introduce confusion, than to illustrate the general system, being omitted : and the particular Geography of each province left to be hereafter explained in separate maps, on more distinct scales ; in the same manner as Bengal, Oude, &c. are already done. I am aware that I shall

incur some censure for using so small a scale, on the present occasion ; as many people who peruse maps, without reflecting on the nature and intent of their construction, are too apt to expect a large extent of country, and all the minute particulars of it, in the same map.

If it be admitted that this map contains a sufficient number of situations and particulars to answer the purpose intended, the smallness of the scale will be rather an advantage than otherwise ; as the ideas of connection and relative position are best preserved, when the matter lies within a moderate compass. And the principal objection that lies against small maps (*viz.*) the difficulty of finding out the names, from the smallness of the character in which they are written, is here obviated, by means of an Index.

The MAP is contained in two large sheets, which may either be joined together for the purpose of bringing the whole into one view, or bound up separately in an Atlas ; as may suit the fancy or convenience of the purchaser. The scale is one inch to an equatorial degree ; and as the whole map is a square of more than 30 such degrees, its surface will be found to contain a space larger than all Europe : although the quantity of land bears no proportion to it.

The whole construction is entirely new, as will appear at once by comparing it with any of the former maps ;
the

the most accurate of which makes the breadth of the *hither* India (or that included between the mouths of the Ganges and Indus) near two degrees and a quarter of longitude *narrower* than it appears in my map; at the same time that it makes the lower part of the peninsula three quarters of a degree *wider* than mine does. I have been enabled by means of observations of longitude taken at Bombay, Cochin, Madras, Calcutta, Agra, &c. together with measured lines and surveys extended from the above places, to frame a very good ground work for my map: and, I flatter myself, that the general outline, and principal members of it, are determined with as much precision, as those of most European countries. The sea coasts in particular, are as correct as can be expected in a map of this scale.

In the division of HINDOOSTAN into soubahs, &c. I have followed the mode adopted by the Emperor ACBAR, as it appears to me to be the most permanent one: for the ideas of the boundaries are not only impressed on the minds of the natives by tradition, but are also ascertained in the AYENEH ACBAREE; a register of the highest authority. But for the lower parts of the DECCAN, and the peninsula in general, this standard being wanting, I had recourse to the best information I could get, which was not, indeed, of the most perfect kind: and therefore

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I directed my attention principally to the state of the modern divisions in those quarters, the impressing a clear idea of which, is one principal aim of the work.

It must be observed, that since the empire has been dismembered, a new division of its provinces has also taken place; by which means some soubahs now form a part of the dominions of three or more Princes; and very few are preserved entire. These modern divisions are not only distinguished in the map by the names of the present possessors; but the colouring also is entirely employed in facilitating the distinctions between them. So that the modern divisions appear, as it were, in the *fore ground*; and the ancient ones in the *back ground*; one illustrating and explaining the other.

Considering the vast extent of India, and how little its interior parts have been visited by Europeans, till the latter part of the last century, it ought rather to surprize us that so much Geographical matter should be collected during so short a period; especially where so little has been contributed towards it by the natives themselves, as in the present case. Indeed, we must not go much farther back than thirty years, for the matter that forms the basis of this map. And it must not be forgotten, that the East India Company have caused a mathematical survey to be made, at their own expence, of a tract equal

in extent to France and England taken together ; besides tracing the outline of near 2000 miles of sea coast, and a chain of islands in extent 500 miles more.

Perhaps I cannot find a better mode of bespeaking from the public a favorable opinion of the map, than by particularizing the helps that have been afforded me during the construction of it. Mr. Dalrymple stands foremost on this list. With a liberality, not always to be found amongst men who possess the means of information, he has furnished me from his valuable collection, with every material in it that could contribute towards perfecting my plan. And accordingly, the most valuable of all the new matter that respects the sea coasts (the surveys made by the direction of the Bengal Presidency excepted) is taken from his collection ; and also a very considerable portion of what respects the inland parts of the peninsula, and the northern circars. It was by the help of one of his MSS. that I detected an error of about half a degree of longitude in the position of Cape Comorin. These materials, which I have thus been permitted to lay before the publick, as it were in the abstract, will afford the most extensive information, when published in detail under the direction of so able a master ; and I heartily congratulate the public on the prospect of it.

The next Gentleman to whom I am principally indebted, is Mr. Boughton Rouse, who obligingly translated for me
from

from the *AYENEH ACBAREE*, an account of the boundaries and divisions of the western soubahs, together with a variety of other Geographical matter, much of which is so blended with other subjects, as to require a tedious, and a patient investigation. This assistance has enabled me not only to enrich the map generally with places, whose situations have hitherto been undescribed, but to new model all the western part. My obligations to this Gentleman are the greater, in that the assistance afforded me, was at the expence of that small portion of leisure, which his public business left him.

I owe my thanks to Mr. Davy for a translation of the names in the Persian map of the *PANJAB* country, which he undertook at the request of Sir Robert Barker, to whom the Persian map belongs, and to whom I consider myself as equally indebted. This valuable MS. furnishes us with a clear idea of the names and courses of the *five rivers*, as well as the general Geography of a country that has hitherto been less known to us than any of the Indian provinces.

To Colonel Camac I am indebted for the Itinerary of Golam Mohamed, a Sepoy officer, whom he sent in 1774 to explore the roads and country between Bengal and the Deccan. I flatter myself with the hopes of receiving yet more information from him; as the opportunities which have lately offered, have been too favorable to his spirit of enterprize and enquiry to be neglected.

I also

I also acknowledge my obligations to Governor Verelst, General Caillaud, General Joseph Smith, and to Messieurs Farmer, Ramsay, Cotsford, Price, and Townsend, for MS. maps, sketches, and various articles of information.

To the Reverend Mr. Smith's ingenuity and perseverance I stand indebted for a complete route from the banks of the Jumna river, through the centre of Hindoostan, to Bombay. This route, by crossing a tract of country hitherto little known, and, of course, very imperfectly and erroneously described, contains much useful matter. It happened unluckily, that nothing more than a MS. Journal of General Goddard's march came to my hands, till the map was nearly compleated: but as Mr. Smith's observations had previously fixed the principal points in it, this is a matter not to be so much regretted; and especially as I have since corrected most of the intermediate situations by a map of the General's route.

I have borrowed largely from M. D'Apres' *New Neptune Orientale*, for the sea coasts and islands: and also, though in a smaller degree, from M. D'Anville's maps of Asia and India published in 1751 and 1752. When it is considered that this excellent Geographer had scarcely any materials to work on for the inland parts of India, but some vague Itineraries, and books of travels, one is really astonished to find them so well described as they are. It is with regret that I find myself obliged to differ in opinion from

from him concerning some positions in ancient Geography : I mean, that of Palibothra, in particular ; and some few others. I have generally avoided all disquisitions of this kind, from a conviction of the general obscurity of the subject ; and which even an intimate knowledge of the Indian languages would not enable me to clear up : for the similitude between ancient and modern names is very fallacious, unless strongly corroborated by situation. But we cannot well refuse our assent to the opinion that Ptolemy meant the *Suttuluz*, or *Setlege* by the *Zaradrus* ; the *Rauvee* by the *Rbuadis*, or *Adaris* ; and the *Jenaub*, or *Chunaub* by the *Sandabalis* : because not only the names, but the positions have an affinity to each other. And yet this is a part of Ptolemy, which M. D'Anville discredits the most : but the reason was, that he was not himself acquainted with the true names of the rivers.

M. Buffy's marches in the Deccan afford *data* for fixing the positions of many capital places there ; particularly Hydrabad, Aurungabad, Bismagur, and Sanore. But still there are plans of some of his marches wanting, which, could they be procured, would throw much light on the Geography of the peninsula, and the Deccan : such as that from Pondicherry to Cuddapah, Adoni, and Hydrabad ; that from Aurungabad to Nagpour ; and the campaign towards Poonah. There are also existing, Itineraries kept by very intelligent people, who have travelled from Pon-

Pondicherry, direct to Delhi; and from Calcutta to Nagpour: but I know not how to set about procuring them. The public records at Goa, I am informed, contain a vast fund of Geographical knowledge; and yet we are more in the dark, concerning the country on that side of the peninsula, than we are with respect to the centre of the Deccan.

Could the whole mass of Geographical matter that respects India (much of which, is probably in the hands of people who are ignorant of its value) be collected, I make no doubt but that very complete maps of the several provinces of it, might be constructed, on scales large enough for any ordinary purpose.

It is intended by these sheets to particularize the several authorities from whence the positions in the map are drawn; together with the manner of comparing them, in cases where they disagreed: as also, the manner of combining them, when more than one circumstance was required to establish a position. By this means, the authority for each particular, may be known to those who have curiosity enough to enquire after it: and the defective parts being thus pointed out, some future Geographer may be stimulated to seek for better materials. It may also tempt those who are already in possession of such materials, when they are apprized of their use, to contribute them to the public stock. Any communications of the kind will be thankfully received; and a proper use made of them.

The Reader may have observed, that in the former part of the Preface, I have alluded to AN INDEX TO THE MAP. There will accordingly be found, at the end of the work, two distinct Indexes; the one referring to the matter of the Memoir, the other to the names of countries and places in the map. The great waste of time occasioned by searching after particular situations, in maps of any extent, makes me wonder that an Index should not be deemed as necessary an appendage to a large map, as to a large book. For an Index will in the first instance inform the Reader whether the place sought after be in the map, or not. If in the map, he is directed to it with as much facility, as to a passage in a book from an ordinary Index. And if it be not there, although he may, indeed, blame the map for its deficiency, he must allow that it does not rob him of his time by encouraging fruitless researches.

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EXPLANATION of the EMBLEMATICAL FRONTISPIECE to the MAP.

BRITANNIA receiving into her Protection, the sacred Books of the HINDOOS, presented by the PUNDITS, or LEARNED BRAMINS : in Allusion to the humane Interposition of the British Legislature in Favor of the Natives of Bengal, in the Year 1781. BRITANNIA is supported by a Pedestal, on which are engraven the Victories, by Means of which the British Nation obtained, and has hitherto upheld, its Influence in India : amongst which, the two recent ones of PORTO NOVO and SHOLINGUR, gained by GENERAL COOTE, are particularly pointed out by a SEPOY to his Comrade.

EXPLANATION of the COLOURING of the M A P.

The Colours are used to point out the Boundaries of the States now actually existing in Hindoostan, and these are divided into five Classes, (*viz.*)

- CLASS I. The BRITISH POSSESSIONS; or those of the EAST INDIA COMPANY, distinguished by - - - - - RED.
 II. The POWERS in ALLIANCE with the COMPANY, by YELLOW.
 III. The POWERS at WAR with the COMPANY, by - GREEN.
 IV. States TRIBUTARY to the POONAH MAHRATTAS, by BLUE.
 V. NEUTRAL STATES; by - - - PURPLE and ORANGE.

As the two principal of these (the NIZAM and MOODAJEE BOONSLAH) lie contiguous to each other, one Colour would not effect so clear a Distinction between their particular Boundaries, as was required.

The following are the Territories comprized in each Class.

I. BRITISH POSSESSIONS.———RED.

1. Bengal and Bahar, with the Zemindary of Benares.
2. Broach, &c. Purgunnahs, and Salfette.
3. Northern Circars.
4. Jaghire in the Carnatic.

II. BRITISH ALLIES.———YELLOW.

1. Azuph Dowlah. Oude.
2. Mahomed Ally. Carnatic.
3. Furry Sing. Amedabad.
4. Rana of Ghod.

III. POWERS

III. POWERS at WAR with the BRITISH.

- | | | |
|-----------------------|-----------------|----------------------|
| 1. Poonah Mahrattas | - - - | <i>Bright GREEN.</i> |
| 2. Hyder Ally. Myfore | - - | <i>Pale GREEN.</i> |

IV. TRIBUTARIES to the POONAH MAHRATTAS.———BLUE.

1. Rajah of Joinagur.
2. Rajah of Joudpour.
3. ——— Oudipour.
4. ——— Narwah.
5. ——— Bahdoriah.
6. Part of Bundelcund.
7. Mahomed Hyat. Bopaltol.

V. NEUTRAL STATES.———ORANGE and PURPLE.

1. Moodajee Boonslah, the Berar Mahratta. ORANGE.
2. Nizamshaw of Gurry Mundlah, his Tributary.
3. Bazalet Jung. Adoni.
4. Nudjuff Cawn. Agra.
5. Jats. Mewat, &c.
6. Seiks. Moulton and Sindy.
7. Part of Bundelcund.
8. Nizam Ally, Soubah of the Deccan. PURPLE.
9. Shaw Allum. Delhi.
10. Zabeda Cawn. Delhi.
11. Pattan Rohillas. Furruckabad.
12. Adjid Sing. Rewan.
13. Abdalli. Candahar, &c.
14. Singboom.
15. Travancore.

INTRO-

INTRODUCTION.

GEOGRAPHICAL DEFINITION

OF

HINDOOSTAN;

With its general Division into PROVINCES or STATES.

BY HINDOOSTAN, Europeans in general have understood the tract lying between the rivers Ganges and Indus, on the east and west; the Thibetian and Tartarian mountains on the north; and the sea on the south. But, strictly speaking, the extent of Hindoostan *proper* is much more circumscribed than these limits convey an idea of. For, although it has indeed the Indus, and the mountains of Thibet and Tartary for its western and northern boundaries; yet, on the south, according to the Indian geographers, it is bounded by the countries of the Deccan; so that the whole peninsula * to the south of a line drawn nearly from Balasore

* I have called this tract the peninsula in conformity to the general practice; for, properly speaking, the term can no more be applied to it, than to Turkey in Europe.

to Broach, is not reckoned Hindoostan. On the other hand, the Ganges was improperly applied as an eastern boundary, as it intersects, in its general course, some of the richest provinces of the empire; whilst the Burrampooter, which is much nearer the mark, as an eastern boundary, was utterly unknown. The addition of these lands to the geographical definition of Hindoostan, bear, however, a trifling proportion to those taken from it in the peninsula. In this circumscribed state, its extent is about equal to France, Germany, Bohemia, Hungary, Switzerland, Italy, and the Low-countries collectively; and the peninsula is about equal to the British islands, Spain, and Turkey in Europe.

I shall not attempt to trace the various fluctuations of boundary that took place in this empire, according as the seat of government was removed from Gazna to Delhi, to Lahore, to Agra, or to Canoge, as suited the politics of the times. It is sufficient for my purpose to impress on the mind of the reader, that the provinces of Hindoostan proper have seldom continued under one head during a period of twenty successive years, from the earliest history, down to the reign of Acbar in the 16th century. Malwa, Agimere, Guzerat, and Bengal, were, in turn, independent; and sometimes the empire of Delhi was confined within the proper limits of the province itself. Nothing less could be expected, where some parts of the empire were 1000 miles distant from the seat of Government: and accordingly, the History of Hindoostan is one continued lesson to Kings, not to grasp at too much dominion; and to mankind, to circumscribe the undertakings of their rulers.

During the long reign of Acbar in the 16th century, the internal regulation of the empire was much attended to. Enquiries were set on foot, by which the revenue, population, produce, religion, arts, and commerce of each individual district was ascertained, as well as its extent and relative position. All these interesting and useful particulars, were, by Abul Fazil, collected into a book called the *AYENEH ACBAREE*, or *MIRROR OF ACBAR*; and which, to this day,

day, forms an authentic register of these matters. Acbar began by dividing HINDOOSTAN PROPER into eleven soubahs * or provinces, some of which were in extent equal to large European kingdoms. The soubahs were again divided into *Circars*, and these sub-divided into *purgunnabs*. If I was to apply English names to these divisions, I should style them kingdoms (or vice-royalties) counties, and hundreds †. The names of the eleven soubahs were Lahore, Moultan (including Sindy) Agimere, Delhi, Agra, Oude, Allahabad ‡, Bahar, Bengal, Malwa, and Guzerat §. A 12th soubah, that is, Cabul, was formed out of the countries contiguous to the western sources of the Indus, and included Candahar and Gazna; and three new ones were erected out of the conquests in the Deccan: viz. Berar, Candeish, and Amednagur; in all fifteen.

A slight inspection of the map will afford more information respecting the relative positions of these soubahs to each other, and to the adjacent countries, than whole sheets of writing. It may be necessary, however, to make a few remarks on the boundaries of those soubahs that bordered on the Deccan, in order to understand the extent of the new conquests.

Guzerat, then, extended southward to Damaun, where it touched on the district of Baglana, a division of Amednagur.

Malwa extended to the south of the Nerbudda river; and an angle of it touched on Baglana and Candeish on the south-west and south, and on Berar on the east. The Nerbudda formed the rest of the southern boundary of Malwa, and also of Allahabad. The government of Bengal extended to Cattack || and along the river

* It is probable that Acbar might have changed the boundaries of some of the old soubahs, by adding or taking away certain circars, by way of rendering each province more compact, and the provincial capital more central to the several parts of it.

† Few circars are of less extent than the largest English counties.

‡ Called also Illahabad.

§ Guzerat is by some of the Hindoos considered as lying without the limits of Hindoostan. Vide Berar Rajah's letters.

|| Called also Cuttack.

Mahanada; but the soubah of Orissa appears not to have been formed at that time.

Of the newly erected soubahs in the Deccan, * Candcish the smallest of them, occupies the space between Malwa on the north, Berar on the east, and Amednagur on the west and south.

Berar, according to the present definition, has Allahabad and Malwa on the north; Candcish and Amednagur on the west; Tillingana and Golconda on the south; and Orissa on the east. I apprehend that only the western parts of Berar were reduced by Acbar.

Amednagur †, the southmost of Acbar's soubahs, had Candcish and Malwa on the north; the Gatta, or Balagat mountains on the west; Bejapour (or Vijiapour) and Tellingana on the south; and Berar on the east. The limits of this soubah are not defined in the Ayeneh Acbaree; and as Acbar had wars in the Deccan during almost his whole reign, it may be supposed that its limits were perpetually fluctuating.

Tellingana, which in the Ayeneh Acbaree is called a circar of Berar, was probably possessed only in part by Acbar. The ancient Tellingana, of which Warangole ‡ was the capital, comprehended most of the tract lying between the Kistna and Godavery rivers, known now by the name of Golconda.

Thus we have a standard for the geographical division of Hindoostan proper, in the time of Acbar; but for the Deccan in general, no authority on record has ever come to my knowledge. It appears that Acbar reduced the western side of the peninsula as far down as the 18th degree of north latitude §: and under his successors, the whole peninsula, a few mountainous and inaccessible tracts

* Named by Acbar, DANDEISH, in honor of Prince Danial; but at present it bears its *old* name.

† The capital of this soubah being originally established at the city of Amednagur, it gave name to the whole province, but the name of the fortress of Dowlatabad has in turn superseded it. In like manner the name of Tellingana has now given way to that of Golconda.

‡ Called Ariakill by Perishtas.

§ All the latitudes mentioned in this work being north of the equator; and all the longitudes east of the meridian of Greenwich; I shall in future mention only the terms latitude and longitude, leaving the species of each to be understood.

only excepted, was either entirely subjected, or rendered tributary to the throne of Delhi, and formed into one government under the name of the DECCAN; which name, in its most extensive signification, includes the whole peninsula south of Hindoostan proper. However, in its proper and limited sense, I apprehend it means only the countries situated between Hindoostan proper, the Carnatic, and Orissa; that is, the provinces of Candeish, Amednagur, Vissapour, Golconda, and the western part of Berar.

The Carnatic anciently comprized all that part of the peninsula that lies south of the Gondegama * and Tongebroda rivers, from the coast of Coromandel eastward, to the Gaut mountains westward, and was divided into *Balla Gaut* and *Payen Gaut*, or the great and little Gauts †; the former being the western part, and containing the districts of Bednore, Mysore, Coimbatour, &c. now the country of Hyder Ally: and the latter, the eastern part, or the Carnatic according to its present definition; in which Ongole, Cudapah, Arcot, Trichinopoly, Madura, Tanjore, Tinevelly, and Marawar are included.

Having given this very general idea of the original division of India, I shall next endeavour to convey an idea of the present division of it, as far as respects the principal states, or the powers that have appeared on the political theatre since the establishment of the British influence.

The British nation possess, in full sovereignty, the whole soubah of Bengal, and the greatest part of Bahar; I say *the greatest part*, because I believe that there may be some purgunnahs on the south-west of little Nagpour, that were formerly classed as belonging to Bahar, but are now in the possession of the Mahrattas. In Orissa, we possess only the districts of Midnapour, the rest being entirely in the hands of the Mahrattas and their tri-

* Called also Gilligama. † Gaut, or Ghaut, signifies either a pass through mountains, or a landing place on the bank of a river. In the former sense, the term has been applied to the Carnatic, which is divided by ridges of mountains, abounding with passes and defiles.

butaries. The British possessions contain about 150,000 square British miles of land, which is about 18,000 more than is contained in Great Britain and Ireland : and about ten millions of inhabitants.

The natural situation of Bengal is singularly happy with respect to security from the attacks of foreign enemies. On the north and east it has no warlike neighbours ; and has, moreover, a formidable barrier of mountains, rivers, or extensive wastes, towards those quarters, should such an enemy start up. On the south is a sea-coast, guarded by shallows and impenetrable woods, and with only one port (and even that of difficult access) in an extent of three hundred miles. It is on the west only that any enemy is to be apprehended, and even there the natural barrier is strong ; and with its population and resources, aided by the usual proportion of British troops, Bengal might bid defiance to all that part of Hindoostan, which might find itself inclined to become its enemy. Even in case of invasions, the country beyond the Ganges would be exempt from the ravages of war, and furnish supplies for the general defence. But, with the whole revenue in our possession, the seat of war will probably be left to our own choice.

The Nabob of Oude (successor to Sujah Dowlah) possessed the whole soubah of that name, and the north-west part of Allahabad ; to which, of late years, have been added the eastern parts of Delhi and Agra, till that time possessed by a tribe of Afghan Rohillas, and by the Jats. The Zemindary of Benares, which includes also the circars of Gazypour and Chunar, constituted a part of the dominions of Oude until the year 1774, when its tribute or quit rent of twenty-four lacks was transferred to the English. This Zemindary, which was lately in the hands of Cheet Sing, occupies the principal part of the space between Bahar and Oude, so that only a small part of the territory of the latter, touches Bahar on the north-west.

The

The dominions of Oude lie on both sides of the Ganges, occupying (with the exception of Fizula Cawn's district of Rampour) all the flat country between that river and the northern mountains, as well as the principal part of that fertile tract lying between the Ganges and Jumna, known by the name of Dooab*, to within forty miles of the city of Delhi. In short, the British nation, with their allies and tributaries, occupy the whole navigable course of the Ganges, from its entry on the plains, to the sea; which, by its winding course, is more than 1350 British miles.

The dimensions of Oude and its dependencies may be reckoned 360 British miles in length from east to west, and in breadth from 150 to 180. The capital is Fyzabad on the river Gogra, and very near to the ancient city of Audiah or Oude.

On the south-west side of the Jumna, and contiguous to the governments of Oude, Benares, and the Mahrattas, is Bundela, or Bundelcund, lately subject to Rajah Hindooput, but now divided amongst his descendants. It is a hilly tract of more than 100 miles square, and contains the famous diamond mines of Panna, and some strong fortresses, amongst which Callinger is the principal.

The territories of Adjid Sing are contiguous to Bundelcund on the west; to the *Berar* Mahrattas on the south, and to Benares on the east. It is nearly of the same extent as Bundelcund; and, like that, subject to the occasional depredations of the Mahrattas.

The territories of the Rajahs of Ghod and Bahdoriah, also adjoin to the new dominions of Oude on the south of the Jumna river, opposite Etayah. The former has the Mahrattas on the south, Jeynagur on the west, and Nudjuff Cawn's districts on the north. His territory is small; but within it is situated the famous fortress of Gwalior, taken from the Mahrattas by the British forces in 1781.

* Dooab or Doabah signifies a tract of land formed by the approximation and junction of two rivers; that formed by the Ganges and Jumna rivers is called by way of eminence *THE DOOAB*.

Conti-

Contiguous to the western bank of the Ganges, and surrounded by the dominions of Oude, is a small district belonging to the Pat-tan Rohillas, of which Furruckabad is the capital. It is little more than thirty miles in extent.

Fizula Cawn, a Rohilla Chief, possesses the small district of Rampour lying at the foot of the mountains beyond the Ganges. He is in effect tributary to Oude, by furnishing his quota towards an establishment for the common defence.

The country of Zabeda Cawn, successor to Nijib Dowla, an Afghan Rohilla, adjoins to the western bank of the Ganges, and to the northern mountains; and extends as far to the west as Sirhind, and southward to Delhi; being about 180 miles long from east to west, and near half as wide. He has the Seiks on his western frontier; and, till of late years, the Jats on the south.

Shah Allum, the nominal emperor of Hindoostan, possesses the city of Delhi, and a small territory round it, which is all that is left remaining to the House of Timur*. Nudjuff Cawn has, in like manner, the city of Agra; but neither of these are of any weight in the politics of Hindoostan.

The Jats, till within these few years, possessed the principal part of the soubah of Agra, and for some time fixed their capital at the city of that name; but they are now dispossessed of the Doab, as well as most of the open country contiguous to the western bank of the Jumna, and have fallen back to the mountainous country beyond Mewat. I apprehend that the people named *Getas*, on whom Timur made war in his march from Batnir to Sammana, were a part of the Jats†.

The Seiks are the westernmost nation of Hindoostan: their territories begin at Sirhind, and extend westward to the Indus, the whole course of which from Attock to Sindy, with the low coun-

* The House of Timur, or Tamerlane, reigned over Hindoostan, with little interruption, more than 330 years.

† St. Croix's Life of Timur.

tries * on both sides of it, is said to be in their possession : so that their dominions consist generally of the soubahs of Lahore (or Panjab) Moultan, and Sindy. They are said to consist of a number of small states, independent of each other in their internal government, but connected by a federal union †.

Timur Shaw, the successor of Abdalla, whose capital is Candahar, is in possession of Cabul, Seistan, and the neighbouring countries of Persia ; which, altogether, form an extensive kingdom. The Indus is the general boundary of *the Abdalli* to the east. This government was erected by Abdalla, one of Nadir Shaw's Generals, when his unwieldy empire, like that of Alexander, fell to pieces on the demise of the conqueror.

Jeynagur, or Joinagur, a mountainous district of no great extent, is situated on the west of Agra, and between the districts of Ghod and Mewat. It is governed by a Rajah, whose capital is Joinagur. His vicinity to the Mahrattas has subjected his country to frequent ravages, but he has never been totally subdued by them.

Joudpour, or Marwar, adjoins to Jeynagur on the south-west, and is, in circumstances, nearly similar to Jeynagur ; with this difference, that the district is more extensive, being near 200 miles from northeast to southwest. The river Puddar has its course through this country, which is a part of the soubah of Agimere, and for which Marwar is only another name : Meerta is the present capital.

Oudipour, or Cheitore, the country of the Rana, lies on the southwest of Joudpour, and borders on Guzerat and Malwa,

* The celebrated Mr. Jones very ingeniously remarks, " that it is usual with the Asiatics " to give the same names to the countries which lie on both sides of any considerable river." Thus the province of Sindy is divided by the Indus ; Bengal by the Ganges ; and Pegu by the Irabatty. Probably, the facility of access to either side, by means of a navigable river and an occasional inundation, subjected each of the divisions, formed by the course of the river, to the constant depredations of its opposite neighbour ; till necessity produced a compromise, which ended in joining them in one community.

† Dowe. Verelst.

The Rajah, like those of Joudpour and Jeynagur, is subject either to become tributary to, or suffer the attacks of the Mahrattas, his neighbours. Cheitore was the ancient capital; a place much celebrated for its strength, riches, and antiquity, when it was taken and despoiled by Acbar in 1567: Oudipour is the present capital.

Of the countries of Nagore, Pucanere-Jasselmere, Amercot, and those bordering on the lower part of the course of the river Puddar, we know little of at present, except that they form a number of petty rajahships.

The Mahratta states occupy all the southern parts of Hindoostan proper, and a great part of the Deccan. Malwa, Berar, Orissa, Candeish, and Vifiapour; the principal part of Amednagur, (or Dowlatabad) half of Guzerat, and a small part of Agimere, Agra, and Allahabad, are comprized within their extensive empire; which extends from sea to sea, across the widest part of the peninsula; and from the confines of Agra northward, to the Kistna southward; forming a tract of about 1000 British miles long, by 700 wide.

This extensive country is divided amongst a number of Chiefs or Princes, whose obedience to the Paishwa, or Head, is, like that of the German Princes to the Emperor, merely nominal at any time; and, in some cases, an opposition of interests begets wars, not only between the members of the empire themselves, but also between the members and the Head. In fact, they are seldom confederated but on occasions that would unite the most discordant states; that is, *for their mutual defence*: for few occasions of foreign conquests or plunder, are of magnitude enough to induce them to unite their armies.

Was I inclined, I want ability, to particularize the possessions and situations of all the Chiefs that compose the Mahratta state. I shall therefore attempt only to mention the principal ones, or such as have appeared on the theatre of the present war.

The Paishwa, who is the nominal Head of the whole, resides at Poonah, which is situated at the southwest extreme of the empire, and within a hundred miles of Bombay. He possesses the principal
part

part of Viliapour, Baglana, Dowlatabad (or Amednagur) the southern part of Candeish, and a small part of Guzerat. His portion of the Deccan is naturally very strong, particularly on the west side towards the sea, where a stupendous wall of mountains, called the Gaits, rises abruptly from the low country, called the Concan *; supporting, in the nature of a terrace, a vast extent of fertile and populous plains, which are so much elevated as to render the air cool and pleasant.

The Paishwah's country, together with that of his immediate dependents and vassals, extends generally along the coast from the districts of Goa, to Cambay. Southward, he borders on Hyder Ally; and eastward on the Nizam and the Rajah of Berar. On the north, he has Sindia and Holkar.

Sindia and Holkar divide by much the largest part of the rich and extensive soubah of Malwa. The former also possesses the northern part of Candeish, including the city of Burhanpour; and the northeast parts of Guzerat. On the north, his possessions in Malwa extend to Narwah, and to within 120 miles of the frontier of Oude †. His capital is Ougein (or Ugein) near the ancient city of Mundu, the capital of the Chilligee Kings of Malwa; and from whom both he and Holkar are said to be descended. Holkar's capital is Indoor, about thirty miles on the west of Ougein. Gungadar Punt possesses the district of Calpy, which borders on the Jumna (and, of course, on the new dominions of the Nabob of Oude) eastward; and on Sindia westward. And Ballagee, brother to Gungadur, has the district of Sagur, which lies between Sindia's eastern boundary and Bundelcund. Neither of these districts are equal, in extent, to the principality of Wales.

The Berar Rajah, Moodagee Boonslah, possesses generally the soubahs of Berar and Orissa. On the west, his territories border

* Or Cockun.

† During the present war, Colonel Camac penetrated from that side to the city of Si-rong, more than 100 miles within Sindia's frontier.

on the Paishwah's ; on the south, on the Nizam's ; and on the north, on Mahomed Hyat's (a Pattan Rajah) Nizam Shaw's, and Ajid Sing's. On the east, his territories in Orissa thrust themselves between the British possessions in Bengal, and those in the northern * circars ; so as to occupy near 180 miles of the country adjacent to the sea, and, of course, to break the continuity of our possessions on the sea coast. Moodajee's dominions are very extensive, being from east to west 600 British miles, and 250 from north to south. He does not possess all this in full sovereignty ; for Cattack, Ruttunpour, and Sumbulpour are little more than tributary, and are governed by his brother Bembajee. We know less of the interior parts of Berar, than of most other countries in Hindoostan ; but, by what we do know, it does not appear to be either populous or rich. Nagpour is the present capital †, and the residence of Moodajee ; and it is situated about midway between Bengal and Bombay.

Cattack, the capital of Orissa, is a post of consequence on the river Mahanada, as it lies in the only road between Bengal and the northern circars ; and the possession of this city and its dependencies, gives the Berar Rajah more consequence in the eyes of the Bengal government, than even his extensive domain and central position in Hindoostan.

Rajah Nizam Shaw, of Gurry Mundlah or Baundhoo, is tributary to Berar.

Futty Sing Guicawar (or Gwicker) who has been our ally during the Mahratta war, has, by us, been put in possession of Amedabad and Cambay, together with the districts in general bordering on and

* These circars, or provinces, were originally denominated from their position in respect to Madras, on which they depend : and the term *northern circars* has at length been adopted by the English in general.

† Shawpour was the ancient capital, according to Ferishta. The Ayeneh Acharee says that Berar was formerly named *Werwaatit* ; and it is remarkable that Pliny mentions the same country under the name of *Varelate* ; and says that it is strong in cavalry and infantry, but keeps no elephants for war.

lying north of the river Mihie ; which river serves as a common boundary between his district of Amedabad, and ours of Broach.

These are the principal of the countries reduced into the form of governments by the Mahrattas Chiefs : but so habituated are they to rapine and plunder, that few of the neighbouring states, but have, at one period or other, felt and acknowledged their power. Bengal and Bahar were, for a considerable time, subjected to a regular tribute ; and the Carnatic, Mysore, the Nizam's provinces, the Dooab, Bundelcund, and the southern parts of Delhi, have been frequently overrun. However, the power of the Mahrattas appears to have been on the decline, for the last twenty years. Shut out of Bengal, the upper provinces *, and the Carnatic by the British arms, and out of Mysore by Hyder's, their field of action has been much circumscribed ; and the present war with the British power has discovered their weakness to all Hindoostan.

Of the five northern circars, Cicacole, Rajamundry, Ellore, and Condapilly †, are in the possession of the English ; and Guntoor is in the hands of the Nizam. The four first occupy the sea coast from the Chilka lake on the confines of Cattaek, to the northern bank of the Kistna river ; forming, comparatively, a long, narrow slip of country, 350 miles long, and from 30 to 70 wide. The nature of the country is such as to be easily defensible against an Indian enemy, it having a barrier of mountains and extensive forests on one side, and the sea on the other, the extremities only being open. Its greatest defect is in point of relative situation to Bengal and Madras, it being 350 British miles from the first, and 250 from the latter ; so that the troops destined to protect it, cannot be reckoned on, for any pressing service that may arise at either presidency. The circars, in point of strictness, appertain partly to Golconda (or the Deccan) and partly to Orissa ; and are held of the Nizam on condition of paying him a regular tribute.

* Those of the Nabob of Oude. † Condapilly circar is written in the revenue books, Multapha-Nuggur ; and Guntoor Mortizanagar.

The possessions of the Nizam, or soubah of the Deccan (the descendant of the famous Nizam al Muluck) comprize the province of Golconda, and the eastern part of Dowlatabad; that is, the ancient province of Tellingana, or Tilling, situated between the lower parts of the courses of the Kistna and Godavery rivers. The Nizam has the Pailhwah, or the Poonah Mahratta on the west; the Berar Mahratta on the north; the northern circars on the east; and the Carnatic, Bazalet Jung, and Hyder Ally on the south. I am not perfectly clear in my idea of his western boundary, which, during his wars with the Mahrattas, was subject to continual fluctuation: but I understand generally that the river Beemah and the Vissapour mountains form his present boundary, from the Kistna, westwards to within 130 miles of Poonah; from which point it falls back to the banks of the Godavery river, below Aurungabad: and that the Godavery itself forms nearly his northern boundary. His capital is Hyderabad, or Bagnagur, situated on the Moussi river, near the famous fortress of Golconda.

The districts of Adoni and Rachore are in the hands of Bazalet Jung (brother to the Nizam) but are held of the Nizam. The Sourapour, or Sollapour Rajah, on the west of the Beemah river, together with some other Rajahs, are his tributaries.

Probably the Nizam's own proper domains, exclusive of his tributaries and feudatories, are not in extent more than 280 miles in length, by 160 wide. Till he took possession of the Guntoor circar in 1780, his dominions no where touched on the sea coast.

The Guntoor * circar occupies the space between Condapilly, the southmost of our four circars, and the northern part of the Carnatic; extending along the sea coast of the bay of Bengal near fifty miles. The possession of this district to the English, would have been extremely eligible, as well for the purpose of shutting out the French nation from the Deccan, as to keep open

* Called also Mortizanagur and Condavir.

a communication with the northern circars, and to preserve the continuity of our possessions, and those of our allies.

The dominions of the Nabob of Arcot, or the Carnatic, commence on the south of the Guntoor circar, and extend along the whole coast of Coromandel to Cape Comorin. It must be understood that I mean here to include Tanjore, Marrawar, Trichinopoly, Madura, and Tinevelly; all being appendages of the Carnatic. Under this description, the Carnatic is not less than 570 British miles in length from north to south, but no where more than 110 wide, and commonly no more than 80. Such a long narrow tract of country, bordered by an active and powerful enemy, must always be subject either to have its distant provinces cut off from its assistance, or, by dividing its force for their separate defence, endanger the safety of the whole.

The British possessions in the Carnatic are confined to the tract called the Jaghire, which does not extend much more than forty miles round Madras.

The dominions of Hyder Ally, who formerly shared the Carnatic with the Nabob of Arcot, and now contests the remainder, begin on the west of the ridge of mountains beyond Dalmacherry, Sautgud, and Attore; and extend southward to Travancore and Madura; northward to Soonda and Visnapour, (inveloping Adoni, the territory of Bazalet Jung) northeastward to Guntoor and Ongole; and westward to the sea. They comprehend, generally, the provinces of Myfore, Bednore, Coimbertore, Canaree, and Dindigul; besides his late conquests to the northward, which are Chiteldroog, Harponelly, Sanore-Bancapour, Roydroog, Gutti, Condanore, Canoul, and Cuddapah.

Hyder's present territory exceeds very considerably, both in extent and revenue, that of his rival the Nabob of Arcot; but probably it will, for a long time, require a Prince of Hyder's talents, to prevent a state, composed of such discordant parts, from falling to pieces. It appears not improbable, that, on Hyder's death, the
division

division of the peninsula will undergo a considerable change; in which case, the Mahrattas may become nearer neighbours to us, than they are at present.

The dimensions of Hyder's territories are at least 400 British miles in length from north to south, and in breadth from 290 to 130; he having by much the largest share of the peninsula.

If an Englishman casts his eye over the map, and compares the extent of the dominions of the Mahrattas and of Hyder Ally collectively, with those of Great Britain and her allies, his pride will hardly suffer, on the result of the comparison. Without entering into the abstract question concerning the propriety or necessity of the war, or the probable consequences of it, we must at least allow, that the exertions, which have been made towards the support of it, have been astonishing. One army sent from the banks of the Ganges across the continent, to counteract the designs of the French in the Deccan, and another to restore our drooping affairs in the Carnatic, are wonderful efforts; and will live in history, when the effects of them may cease to be felt.

MEMOIR

MEMOIR of a MAP of HINDOOSTAN, &c.

SO great an extent of country is contained in this map, and the quality of the materials is so various in different parts, that it became necessary, in order to prevent confusion, to divide the account of its construction into separate sections, agreeable to the natural division of the country; and, in some measure, to the nature of the materials. It is accordingly divided into six sections:

The first contains the sea coasts and islands.

The second, the surveyed tract on the side of Bengal; or that occupied by the Ganges and its principal branches, as far west as the city of Agra.

The third, the tract occupied by the Indus and its branches.

The fourth contains the tract between the Kistna river and the countries traversed by the Ganges and Indus; that is to say, the middle parts of India.

The fifth contains the peninsula south of the Kistna: and

The sixth, the countries situated between Hindoostan and China; namely, Thibet, Bootan, Affam, Pegu, Aracan, Ava, and part of Siam.

But, before I proceed to the particulars of the construction of the map, it will be necessary to explain the itinerary measure adopted in places where no surveys have been taken. The usual measure of this kind in Hindoostan is the *cofs*, or *crores*, commonly estimated at two British statute miles. I have not been able to get the true length of the *cofs*, as fixed by Acbar and other Emperors; and, even if I had, it would be of no use in the present enquiry, as all my Hindoostanny itineraries and tables are in computed *cofs*.

D

I shall

I shall bring into one view such accounts of estimated distances in coſſes, as I have the means of comparing with known distances, in order to determine the proportion between the coſſes and a part of a great circle on the globe.

TAVERNIER'S Account of Coſſes.

| | Est. Coſſes | | True hor. distance in Geog. miles | | Horizontal diſt. of a coſſe in Geog. miles | |
|--------------------------------|-------------|---|---|---|--|-----------------|
| From Surat to Noopour | 44 | — | 57 | — | 1,3 | } medium 1,5 |
| Burhanpour to Sirong | 101 | — | 190 | — | 1,9 | |
| Sirong to Agra | 106 | — | 190 | — | 1,8 | |
| Agra to Allahabad | 138 | — | 220 | — | 1,6 | |
| Allahabad to Benares | 46 | — | 61½ | — | 1,3 | |
| Benares to Patna | 70 | — | 119 | — | 1,7 | |
| Surat to Amedabad | 82 | — | 125 | — | 1,5 | |
| Delhi to Agra | 68 | — | 90 | — | 1,3 | |
| Aurungabad to Maſu- lipatam | 290 | — | 367 | — | 1,3 | |

By MS. Itineraries in my Poſſeſſion.

| | | | | | | |
|----------------------|-----|---|------|---|------|----------|
| Allahabad to Fyzabad | 62 | — | 81 | — | 1,3 | } medium |
| Delhi to Lucknow | 132 | — | 210½ | — | 1,6 | |
| Allahabad to Benares | 37 | — | 61½ | — | 1,65 | } 1,475 |
| Allahabad to Agra | 149 | — | 220 | — | 1,5 | |
| Agra to Delhi | 76 | — | 90 | — | 1,2 | |

Taking the medium of the whole, a coſſe in horizontal diſtance will be nearly a Geographical mile and a half. But if we reject the diſtance between Burhampour, Sirong, and Agra, which ſeems to be out of the ordinary rule (as Tavernier himſelf remarks that the coſſes there, are much longer than any where elſe) the medium will be 1,43, or juſt 42 coſſes to a degree of a great circle. This is the reſult of the comparison of the eſtimated coſſes with menſuration: but it muſt be obſerved that moſt of the examples quoted here, are from the northern parts of the empire; and that it appeared on the conſtruction of the Deccan, that no more than 1,4 could

could be allowed to the cofs in that part; that is, 43 to a degree. But, as we have few measured lines in the Deccan, I have adhered to the above proportion of 42 cofses to a degree, and have constructed the scale in the map accordingly. And this horizontal cofs, with the allowance of one in seven for the windings of the road, brings the cofs on ordinary roads to one statute mile and nine tenths, or 190 miles to 100 cofses.

M. D'Anville concludes his enquiry * into the length of the cofs, by determining the number in a degree, on a medium, to be 37; but it must be observed, that he had no measured lines with which he could compare his estimated distances. On the other hand, in the respective distances of Candahar, Cabul, and Attock, as described by him, each degree contains 47 of Tavernier's cofses.

* *Eclaircissements*, p. 14.

SECTION I.

The SEA COASTS and ISLANDS.

CALCUTTA is the point I shall set out from, as well from its being determined by several observations of longitude and latitude, as from its having a measured line of considerable extent stretching from it both to the east and west. I shall first pursue the route westward to the mouth of the Indus, and then return to Balasore, and go eastward to the entrance of the strait of Malacca.

Calcutta, the capital of the British possessions in India, as being the residence of the General Council, has its citadel placed in latitude $22^{\circ} 33'$ north; and in longitude, by a medium of the observations of four different gentlemen, $88^{\circ} 28'$ east from Greenwich*.

Balasore, situated about 101 Geographical miles † S. W. from Calcutta, is the most western point determined by the land survey; but, Capt. Ritchie's marine survey having been extended to Point Palmiras, and as I consider it as being little inferior, in point of exactness, to the land one, I shall take Point Palmiras, as if determined by mensuration, from the nearest place of observation, Calcutta. Its latitude is $20^{\circ} 44'$, and longitude $87^{\circ} 2'$. In the space between Point Palmiras and Madras, which contains 6 degrees 33 minutes of longitude ‡, no observation has

| | | | |
|--------------------|-------|------------------|-----------------------|
| * Hon. Thomas Howe | - - - | $88^{\circ} 33'$ | } Medium |
| Rev. Mr. Smith | - - - | $88. 28$ | |
| Mr. Magee | - - - | $88. 24$ | |
| Capt. Ritchie | - - - | $88. 26$ | |
| | | | $88^{\circ} 27' 45''$ |

To which may be added the French observation at Ghyretty, which is 1' east from Calcutta - - - - - $88. 29$

† I have made use of Geographic miles, or those of 60 to a degree, in the account of the construction of the map; and of British statute miles in giving the comparative extent of countries. They are distinguished by G. miles, and B. miles.

‡ Longitude of Madras by the Hon. Thomas Howe's obs. - - - - - $80^{\circ} 29'$
Of Point Palmiras, inferred from Calcutta - - - - - $87. 2$

Difference $6. 33$
been

been taken by which the intermediate longitudes may be corrected. However, the direction of the coasts are generally favorable for ascertaining the principal points to some degree of exactness, by means of the bearing of the compass and difference of latitude. Accordingly, Capt. Ritchie, in 1770 and 1771, by direction of the Bengal Government, took a series of bearings and distances, which he corrected by the latitudes, along the whole coast between Point Palmiras and Madras; an interval of near 600 G. miles. The result gave $6^{\circ} 34'$ difference of longitude; that is, within 1 minute of the observations; and we may therefore infer that the situations of Masulipatam, Visagapatam, Ganjam, and, in general, all the places along the coast, differ but little from the truth.

But, as accounts of actual mensuration of some particular parts of this coast have since come to hand, I shall state them in detail, as well for the use of future Geographers, as to compare, and, in some cases, to corroborate the whole series.

A line from Masulipatam to Coringo was measured by Major Stevens, and the difference of longitude in consequence found to be - - - - - $1^{\circ} 4'$

Mr. Ritchie's account made it - - - 1.9

Here it must be noted, that in this particular place the coast runs in a direction of 6 points from the meridian; and, consequently, the distance could not be corrected by the observations of latitude.

Between Visagapatam and Jagernaut Pagoda, an interval of about 180 G. miles, the bearings by compass, and distance by a Perambulator, were taken by Major Polier in 1759 *, and the result gave the difference of longitude - - - - - $2^{\circ} 16' 30''$

By Capt. Ritchie - - - - - 2. 18. 00

Not that Major Polier's bearings and distances agree entirely with particular surveys made by others, in places which he passed

* On his return to Bengal with Col. Ford from the Masulipatam expedition.

through;

through; for instance, Lieut. Cridland places Nizambadda and Nowpara from each other - N. 49° E. — 24,4 G. miles

Polier - - - - - 43. 45 — 25,5

And another map, - - - 47. — — 24,8

And again,

From Ganjam to Jagarnaut Pagoda,

By Mr. Polier - - - N 58° E. — 46,75

Capt. Ritchie - - - - 61. 30 — 46,75

Capt. Campbell - - - 55. 10 — 46

However, it is very certain that Major Polier's measured line by land, and Capt. Ritchie's bearings and distances by sea, differed on the whole only a mile and half in longitude, and half a degree in the angle of bearing. No doubt, if an actual survey was taken, we should find some of the intermediate distances too long, and others too short, both in Polier's and Ritchie's; but, one error balancing the other, they both come out nearly alike upon the whole.

As the detail of the coast between Jagarnaut and Visagapatam is taken from the plans of different persons, I here subjoin an account of it :

From Jagarnaut to Ganjam, is from Captain William Campbell : and from Ganjam to Poondy, from Mr. Cotsford.

From Poondy there is a break in the materials for the coast, till we come to Nowparah; which is supplied by Major Polier's route from that place to Parsumbah, in Mr. Cotsford's.

From Nowparah to Cicacole, is from Lieut. Cridland; and the remainder to Visagapatam from Capt. Ritchie.

From Visagapatam to Yanam, the figure of the coast is also from Capt. Ritchie : from thence to Masulipatam chiefly from Major Stevens : and from thence to Madras, Capt. Ritchie's entirely.

It

It is proper to remark, that the whole difference of longitude between Calcutta and Madras, in M. D'Anville's and D'Apres' maps, comes within a few miles of the truth, as they were in possession of the observations taken at Ghyretty and Pondicherry: but their maps are exceeding faulty in the detail.

The longitude of Madras, or Fort St. George, was ascertained, by the Hon. Mr. Howe's observation in 1755, to be $80^{\circ} 29'$, and its latitude taken on shore is $13^{\circ} 5'$. Pondicherry, by the *Connoissance de Temps* is placed in $79^{\circ} 57'$ *; and the difference of longitude between them, according to the charts, being 33 minutes, brings the observations to agree within a minute of a degree. From Pondicherry to Devicotta, the difference of longitude by the charts, is 6 minutes west; and, as the whole distance is only about 44 G. miles, and the bearing nearly meridional, no great error can be supposed. This brings the longitude of Devicotta to $79^{\circ} 51'$.

From Devicotta to Trichinopoly, a measured line was drawn by way of Tanjore by Mr. John Barker, and the difference of longitude found, being $1^{\circ} 4'$ west, places Trichinopoly in $78^{\circ} 47'$ longitude. Its latitude is $10^{\circ} 49'$. From thence to Madura was measured by Montresor, and the difference of longitude given was $20' 30''$; by which Madura must be in lon. $78^{\circ} 26' 30''$. Lastly, by the surveys taken in the countries of Madura and Tinevelly by order of Col. Call, the difference of longitude between Madura and Cape Comorin is $36' 30''$, which brings the cape in $77^{\circ} 50'$. Now, as there is nearly a degree of westerly variation of the needle between Madras and Cape Comorin, it will have the effect of lessening the difference of longitude between them, by at least 3 minutes of a degree; and by that means make the longitude of the cape $77^{\circ} 53'$. And this I take to be the true longitude of it. Its latitude is about $7^{\circ} 57'$.

* M. Gentil's observation in 1769 gave $79^{\circ} 53'$, or 4 minutes more westerly than the *Con. de Temps*.

Until Mr. Dalrymple furnished me with materials for fixing the longitude of Cape Comorin, by means of the measured lines above-mentioned between Devicotta and Madura, the difference of longitude between Madras and the Cape, was variously, and in all cases, erroneously described. For instance,

M. D'Anville made it - - - $3^{\circ} 15'$

Mr. Orme - - - $3. 7$

And M. D'Apres - - - $3. 3$

But the truth appears to be - - $2. 36$

so that the nearest of the above calculations, is $27'$ from the truth.

The particulars of the coast between Madras and Cape Comorin are from various hands. The survey of the Company's lands (or Jaghire) extends beyond Sadras. From thence to Point Calymere is from M. D'Apres; and from thence to Tondi, chiefly from my own observations in 1763 and 1764. Tondi itself is laid down by a survey from Trichinopoly and Madura. From Tondi to Good-water island is from actual surveys of Major Stevens's: thence to Tutacorin from Mr. Delafield's cursory survey: and the remainder to Cape Comorin, is from Col. Call's map of Tinevelly, inserted in Mr. Orme's History.

Between Cape Comorin and Cochin, in lat. $9^{\circ} 58'$, M. D'Anville's, and other maps, allow $1^{\circ} 25'$ difference of longitude, west; which, taken from $77^{\circ} 53'$, leaves $76^{\circ} 28'$ for the longitude of Cochin. The Rev. Mr. Smith's observation in 1776, places Cochin in $76^{\circ} 26' 30''$, which is only $1' 30''$ more westerly than what is given by the bearing.

After the coincidence of these facts, it can hardly be doubted that the longitude of Cape Comorin, taken at $77^{\circ} 53'$, is right; for whether we take it by the intersection of the two bearing lines, drawn from the places of observation, Pondicherry and Cochin; or simply by either of the bearing lines, corrected by the latitude; the

the result will be the same to two minutes of a degree, or less; an approximation seldom to be attained, in cases of this kind.

In the map, Cochin (or at least the strand of it) is placed in $76^{\circ} 27'$. Between it and Bombay, an extent of near 600 G. miles, we have neither surveys, nor observations of longitude to correct any of the intermediate points: for the observation at Goa can hardly be deemed an exception, when it is known to differ $32'$ from the longitude deduced from the observations at Bombay: and this deduction is founded on the bearings of a coast of about 120 G. miles in extent, nearly straight, and in a direction only 25 degrees from the meridian. Moreover, the bearing is corroborated by many authorities, amongst which are those of Messrs. D'Anville and D'Apres. ~

Taking Cochin at $76^{\circ} 27'$, and Bombay at $72^{\circ} 40'$ *, the difference of longitude by observation will be $3^{\circ} 47'$ west. Now, M. D'Anville, without any attempt towards correcting the longitude (as he was not furnished with any observation on that side of India, save the one at Goa) makes it $3^{\circ} 50' 30''$, or only $3' 30''$ different from the observation. M. D'Apres' makes it $4^{\circ} 12'$, or $25'$ greater than by the observations. It must be observed that there is nearly a degree and a half of westerly variation † on this coast; which, if allowed, brings M. D'Apres' difference of longitude to the same as that by observation. Whether or not, he allowed it, I cannot determine,

* The hon. T. Howe took two observations of Eclipses of Jupiter's first satellite in 1762, at Bombay, by which longitude was found to be

And - - - $72^{\circ} 40'$

The Rev. Mr. Smith in 1776 made it - - - $72^{\circ} 45'$

Medium $72^{\circ} 40'$

But by a mistake of the engraver, Bombay is placed in $72^{\circ} 38' 40''$, or $1' 20''$ farther to the west than was intended. The latitude is - - - $18^{\circ} 57'$

† Variation at Goa in 1763 - - - $1^{\circ} 50'$

at Tellicherry - - - $1^{\circ} 0'$

at Cochin - - - $1^{\circ} 34'$

at C. Comerin - - - $0^{\circ} 41'$

1777 at Anjenga - - - $1^{\circ} 12'$

E

M. D'An-

M. D'Anville comes nearer than could be expected in so great an extent of space: and I think, upon the whole, we may conclude that there is very little discordance between the observations, surveys, and charts of the coasts, between Madras and Bombay.

The observation of longitude at Goa, recorded in the *connoissance de Temps*, ($73^{\circ} 45'$) has been made use of by all the late Geographers, in fixing the longitudes on the west of India; it being the only one that had been made on the west of Pondicherry, till the year 1762. By whom it was taken, or in what manner, I am totally ignorant. And to allow it any degree of credit, we must reject, not only the observations at Bombay and Cochin; but also the measured lines between Divicottah and Cape Comorin.

I have followed M. D'Apres' general outline of the coast of Malabar; but have corrected it in many particulars by the aid of MSS. furnished by my friend Mr. Dalrymple, and others.

It is very much to be lamented that there are no observations of longitude, to correct the bearing of a coast of so large an extent as that between Cochin and Bombay; or that a measured line was not drawn across some part of the peninsula; as for instance, between Madras and Mangalore. I understand, the distance between Madras and Ooscotta, which is more than half way over, is already measured: so that there remains only about 150 G. miles between Ooscotta and Mangalore. This, however, can hardly be expected, whilst Hyder Ally continues master of Mysore and its dependencies. But the longitude on the Malabar coast, it is hoped, will soon be ascertained by means of the time keepers on board the East India Company's ships, as they are now coming much into use; and as the nature of the navigation on that coast, affords frequent opportunities of taking regular series of observations.

For my own part, I have little doubt of the truth of the intermediate situations between Cochin and Bombay, yet positive proofs are always to be desired, and sought after, although we may be in possession of the strongest presumptive ones, or the best grounded deductions.

By the observations of longitude at Madras, Pondicherry, Cochin, and Bombay, it appears that the peninsula has hitherto been represented about 46 miles of longitude wider than it really is *, and of this excess 39' are already accounted for between Madras and Cape Comorin; M. D'Anville's chart making $3^{\circ} 15'$, and mine only $2^{\circ} 36'$ difference of longitude. See page 24.

Bombay is the westernmost point in the map, that is fixed by an observation of longitude. A survey of the Gulf of Cambay, and coast of Guzerat, from St. John's Point to Diu Point, has been taken by Lieut. Skynner, by order of the Presidency of Bombay; and the same has been done of Salsette Island, including Bassen; but unfortunately the interval between Bassen and St. John's Point (about 42 G. miles) has been omitted. I have therefore been under the necessity of taking the bearing from M. D'Apres, who makes it about N. by W. The difference of latitude is known to be about 38 minutes; and the bearing being so nearly meridional, there cannot be much error, if any, in the difference of longitude. The longitude of this Point, thus deduced from Bombay, is $72^{\circ} 23'$; and that of Surat, by the survey from the Point, $72^{\circ} 45'$.

Diu Point is placed according to the longitude given by Lieut. Skynner's Survey from St. John's Point, which places it in $69^{\circ} 47'$

From Diu Point to Cape Mons, beyond the mouth of the Sinde, the bearing is taken from the medium of three charts, furnished by Mr. Dalrymple; and appears to be $N^{\circ}. 41^{\circ} 20' W$ †; and the distance, corrected by the latitudes of Diu Point and Cape Mons, the former of which is $20^{\circ} 44'$, and the latter ‡ $25^{\circ} 7' 30''$, gives

| | B. D'Anville. | Rennell. |
|-------------------------------|--------------------------------|--|
| * Bombay | $71^{\circ} 47'$ | $72^{\circ} 40'$ |
| Madras | $80. 22$ | $80. 29$ |
| | <hr/> | <hr/> |
| | $8. 35$ | $7. 49$ |
| | Difference | $-- 46$ |
| † By Capt. Maseall's Chart | $N^{\circ}. 39^{\circ} 45' W.$ | |
| Capt. W. Smith's | $41. 20$ | Medium $N^{\circ}. 41^{\circ} 20' W.$ |
| Capt. Simmons's | $42. 20$ | |
| ‡ Capt. Simmons's observation | $25^{\circ} 6' 00''$ | Medium $25^{\circ} 7' 30''$ |
| Capt. Clements's | $25. 7 30$ | |
| Capt. Cotton's | $25. 9 00$ | |

E 2

 $3^{\circ} 58'$

3° 58' difference of longitude, west; and consequently that of Cape Mons 65° 49'. M. D'Anville places this Cape 1° 1' more eastwardly, or in 66° 50', and Bombay in 71° 47'; making the difference of longitude between them 4° 57', instead of 6° 51', as given in my map: and this difference of near two degrees in seven, makes a great alteration in the figure of the coast between Surat and the mouth of the Sindé, or Indus: the peninsula of Guzerat being much larger than was formerly supposed, the gulph of Sindé (or Cutch) much smaller; and the Delta of the Indus projecting into the sea, instead of receding from it.

All the particulars of the western coast of Guzerat, and the mouth of the Sindé, are copied from the abovementioned MS. charts of Mr. Dalrymple's: and consequently the whole coast from St. John's Point to Cape Mons, is described from new materials.

I now return to Balasore.

From Balasore, eastward to Chittigong, the distance has been determined by the inland survey; and the figure of the coasts and inlets by Captain Ritchie's Sea Survey. The difference of longitude between the towns of Balasore and Chittigong (or Islamabad) is 4° 53' east; and, it is worthy of remark, that the distance by Capt. Ritchie's marine survey, agreed with the measurement on shore, to within two miles and a half.

The charts as late as the year 1752, represented the difference of longitude between these two places, to be only 3° 48'; that is, 1° 5' less than the truth. And this diminution of the longitude, whilst the difference of latitude continued right, gave the sea coast between the mouths of the Ganges, a direction of two points, or 22½ degrees more northwardly than the truth; which doubtless occasioned the loss of many ships, who trusted to the information.

From Islamabad, in longitude 91° 55' latitude 22° 20', the coasts of Aracan and Pegu take a S. S. E. course to Cape Negrais, the extreme point of Pegu to the south west; the latitude of which is
under

under 16 degrees, and distance from Islamabad about 420 G. miles. The outline of this whole coast has been traced by Captain Ritchie, under the same direction, and in the same manner, as the coasts on the west side of the Bay. He made the difference of longitude $2^{\circ} 32'$ east from Islamabad; placing Cape Negrais in $94^{\circ} 27'$ *. Mr. Dalrymple, who has taken uncommon pains to ascertain the bearing of this coast, from journals, and a variety of sketches and remarks, makes the difference of longitude $2^{\circ} 34'$, or only $2'$ different from Mr. Ritchie. The result of this laborious enquiry, corrected by a nicely discriminating judgment, corroborates, in the strongest manner, Capt. Ritchie's calculation; and affords a degree of satisfaction next to that of an actual observation.

I mean to have it understood that Capt. Ritchie's chart of this coast, is to be taken only as a general outline, being imperfect as a coasting chart. The river of Aracan is taken from Mr. Dalrymple's printed collection: as are some of the particular bendings of the coast, and the north side of Cheduba, from his MSS.

Capt. Ritchie's latitude of Cape Negrais, is more southwardly than it is commonly taken at, by 10 minutes; which I cannot account for, as his observations of latitude are generally exact.

At this point, my materials for ascertaining the intermediate longitudes of places on the eastern side of the Bay, fail me: and I have been under the necessity, in a great measure, of substituting judgment for fact, between Cape Negrais and the next place of observation, Mergui: which place, as it is given by M. D'Apres in his new *Neptune Orientale*, is in $98^{\circ} 20'$ east longitude, or $3^{\circ} 53'$ east from Cape Negrais. M. D'Anville allows 4 degrees; which comes within 7 minutes of mine; but although we agree nearly in the aggregate, we differ widely in point of particulars.

* The longitude of this Cape was reckoned by M. D'Anville only $93^{\circ} 16'$: so that the New Map increases the distance between the mouth of the Sinde (or Indus) and Cape Negrais, 2 degrees and 12 minutes of longitude.

The MS. charts that I have consulted, make the difference of longitude in question, $4^{\circ} 30'$ on a medium; which is $37'$ more than I make it. And M. D'Apres makes it $4^{\circ} 19'$.

The disagreement in particulars between M. D'Anville's account and mine, arises in the part between Cape Negrais, and the coast of Martaban. It happens that this coast lies in a direction so far from meridional, and at the same time the tides and currents of the several mouths of the Ava river, do so disturb and falsify the ship's reckonings, that the true distance can never be ascertained that way, in the ordinary course of navigation. Plans of the Persaim and Syrian Rivers, as high up as the cities of those names respectively, have been already published in Mr. Dalrymple's collection: and, fortunately, I have been able to obtain tracings of the continuations of those rivers (which are the two extreme branches of the Ava river) to the place where they separate from the main river, at about 150 G. miles from the sea. The bearings of the two branches intersect each other at an angle of about 60 degrees; and therefore, by the help of the latitude, may be used, in correcting the length of the coast between Negrais and Syrian. The Persaim, or Negrais branch, was traced by that accurate observer, Capt. George Baker, in his way to Ava in 1755. I have not been able to learn by whom the Syrian branch was traced; but by the orthography of the words in the map, the author appears to have been a Dutchman.

The result of these bearings, corrected by the latitude, as set forth in the Syrian map, gives difference of longitude from Negrais Point, to the mouth of the Syrian river, $2^{\circ} 18'$ east; which is about $13'$ less than M. D'Apres makes it, and $24'$ less than M. D'Anville. Some of the MS. charts make the difference still more.

The mouths of the Ava river, which form an assemblage of low islands, like those of the Ganges, are described from several MS. charts of Mr. Dalrymple's, collated with M. D'Apres' new chart.

From

From the mouth of the Syrian river to the coast of Martaban, in latitude 15° I have copied from the new chart of M. D'Apres, published a very short time before his death. The figure of the coast is quite new.

Between the afore said latitude and Tavai Point, our charts are very imperfect; but generally agree in giving the coast a direction of south, a very little eastwardly.

From Tavai Point to Mergui, the coast is taken from a MS. chart compiled by the late Mr. Howe.

Mergui is placed, as I have said before, according to M. D'Apres' observation: that is, in longitude $98^{\circ} 20'$; latitude $12^{\circ} 9'$.

All the remainder of the coast, to Junkseilon; and the whole Mergui Archipelago, is from M. D'Apres.

I NEXT proceed to the chain of islands that extend from Cape Negrais to Sumatra; and are known by the names of the Preparis, Cocos, Andaman, and Nicobar islands.

Capt. Ritchie, after leaving Negrais, proceeded agreeably to his instructions, to describe the situation and extent of the islands that compose this chain.

None of them are more than 84 G. miles distant from each other; so that he needed never to be more than 41 miles from land: nor, in all probability, as he sailed with a fair wind, more than 8 hours out of sight of it; and that but once during the voyage; that is to say, between the little Andaman and the Nicobar islands. In other places, the distance between the lands is commonly much less: so that the meridional direction of the course, and other circumstances, render this line of much use in correcting the longitudes, not only of the islands themselves, but of Sumatra also; and,

and, had it been continued as was intended, to Acheen, would have answered the purpose completely.

Passing the Preparis and Cocos islands, Capt. Ritchie proceeded to Narcondam, to fix its position : then back again to Cocos ; down the east side of the great Andaman, (which he found to be almost a degree of latitude longer than was before supposed) then up the west side of it, almost to the latitude of 12° : when finding the attempt to circumnavigate the island, might prove fatal to the remainder of his work, he proceeded southward ; describing the extent, figure and positions of the little Andaman and the Nicobars, till he came to the south point of the great (or southmost) Nicobar. Here the wind suddenly changed to the south, and prevented him from determining the respective positions of the southern Nicobar and Acheen : which is the more mortifying, as one day's fair wind would have enabled him to accomplish it.

The result of this line of bearing is, that the south end of the Great Nicobar, is in longitude $94^{\circ} 21'$; that is, only 6 minutes east from Cape Negrais.

The position of Acheen Head, or King's Point (the N. W. point of Sumatra) has hitherto been deduced from its bearing and distance from Malacca, the nearest place of observation ; and its longitude according to this deduction, is $95^{\circ} 30'$ according to M. D'Apres. Now the bearing of Acheen from Malacca, being in a direction of more than 60 degrees from the meridian, and the distance 450 G. miles ; little reliance could be placed on the result of it, if it did not happen that the respective positions of the southern Nicobar, and of Pouloo Ronde (an island near Acheen) the one deduced from Negrais Point, and the other from Malacca, agreed nearly with their reputed bearing and distance from each other. For, of two MS. charts which I have examined, the one makes $1^{\circ} 1'$, the other $1^{\circ} 2'$ difference of longitude between them ; and these being laid down apparently without any attempt to support a system,

a system, may be supposed to be agreeable to experiment. The bearings and distances in these MS. charts are

In one S. 56° E. — 72 G. miles

And in the other S. 56° E. — 75

And according to the deduced longitudes abovementioned, the bearing and distance is S. 58° E. — 79 making the difference of longitude $1^{\circ} 5'$, or only 3 minutes different from the MS. charts. So that there cannot be any great error in the longitude of Acheen, as laid down in M. D'Apres', and in my map: a difference of a few miles, in the distance of 8 degrees, being much less than could be expected in such a series of deductions. M. D'Apres makes the bearing and distance between the south Nicobar and Pouloo Ronde S $57^{\circ} 30'$ E. 97 G. miles; or difference of longitude $1^{\circ} 22'$, that is, $22'$ more than the MS. charts. It must be observed, that he reckons the south end of the Nicobar 9 miles farther to the north than the truth; occasioned by his making the island so much too little in extent: for the north end is in its true latitude. Had the south point of the island been in its true latitude, the bearing of Pouloo Ronde would have been more eastwardly, and the distance only 93, instead of 97: and if, on the contrary, he has enlarged his distance on the original bearing, to make it answer to the latitude, the original distance could have been only 85 miles.

I have said before that Capt. Ritchie went no higher up the west side of the great Andaman, than about the latitude of 12° . The remainder of that coast, as well as the passage through the islands at the north end of it, is from a MS. chart lent me by Mr. Dalrymple; and which carries with it the greatest appearance of truth, on a comparison of the south and south west parts of the Great Andaman in this chart, with the same parts in the chart of Capt. Ritchie.

Barren Island, and the Rock on the east of Duncan's Passage, are from the remarks of Capt. Justice in 1771.

ISLAND of CEYLON.

IT happens that the ordinary tracks of British ships, to and from Ceylon, and the coast of Coromandel, are not calculated for determining the relative positions of Point Pedro and Point Calymere, the approximating points of Ceylon and the continent of India. Hence it is, that we are so ill informed, not only of their true situations with respect to each other, but also with respect to the parallel of latitude under which they are situated.

By my observations, Point Calymere (the southern extreme of Coromandel) lies in $10^{\circ} 20'$ latitude. M. D'Apres places it 6 minutes more northwardly; and D'Anville 7 further south. The latitude of Point Pedro, is also variously represented by the above Geographers: I have taken it at $9^{\circ} 53'$.

In M. D'Apres I find the bearing and distance from Point Calymere to Point Pedro, to be - S. 37° E. 41 G. miles

In D'Anville - - - 39. — 38

In a MS. chart, no name - 46.30 — 40

I had an opportunity in 1764, of determining the position of Cow Island from Tondi, very nearly. This I have placed in the map; and then I have traced off from M. D'Apres' chart, the coast between Cow Island and Point Pedro; by which means the latter bears from Point Calymere S 44° E. distance 39 G. miles. I think there can be no great objection to this mode of fixing it. The means for determining the figure of Ceylon, may not, possibly, be deemed quite so satisfactory.

Point

Point de Galle was found by Mr. Dalrymple's Time-Keeper *, to be about $2^{\circ} 37'$ of longitude to the eastward of Cape Comorin ; and M. D'Apres reckons it $2^{\circ} 41'$. I have adopted Mr. Dalrymple's account, and placed Point de Galle in $80^{\circ} 30'$. Now the placing the two almost extreme points of the Island (Point de Galle and Point Pedro) according to their respective differences of longitude from the parts of the continent nearest to each, and those longitudes differing considerably from former charts, makes a difference of 18 minutes of longitude between the relative positions of Point de Galle and Point Pedro, in M. D'Apres' chart, and in mine. That is to say, Point de Galle is 8 minutes to the east of Point Pedro by my account ; and ten to the west of it by M. D'Apres'. M. D'Anville places them nearly under the same meridian.

The positions of Ramiferam and Mantole Points, in respect to each other, differ widely in Major Stevens's chart, from former accounts : for by lengthening Adam's bridge, Mantole point is thrown much farther eastward than usual.

All these circumstances taken together, occasion a difference in the form of the island of Ceylon, from what it appears in the late maps : the longest diameter of it in my map, being more inclined to the westward of the meridian, and the northern part much narrower ; occasioned by my having followed Major Stevens's chart of Adam's bridge. At the widest part, the island, in my map, is 4 miles wider than in D'Anville's ; and 9 narrower than in D'Apres'.

For the particulars of the coast, that part excepted which lies between Mantole and Jaffnapatam, I have copied M. D'Apres ; and for the inland part, M. D'Anville.

The Maldivé and Laccadive islands are copied from M. D'Apres.

* In 1777.

SECTION II.

The surveyed Tract on the side of BENGAL, or that occupied by the Course of the GANGES, and its principal Branches, as far west as the City of AGRA.

THIS extensive tract, which comprizes the soubahs of Bengal, Bahar, Allahabad, and Oude; a large portion of Agra and Delhi, and a small part of Orissa, is bounded on the east by Assam, and the dominions of Ava; on the south east, by the gulph, or bay of Bengal; on the south west by an imaginary line drawn from the port of Balasore in Orissa, to the city of Narwah; and on the west by another such line drawn from Narwah, through the city of Agra to Hurdwar, the place where the Ganges first enters the plains of Hindoostan. It is in length from the city of Agra, to the eastern confines of Bengal, upwards of 900 British miles; and in breadth from 360 to 240.

With respect to the particulars of this survey, it is unnecessary to say more than that the distances were measured, and that they accorded with the observations of latitude and longitude: with the former minutely, and with the latter so nearly, that it was unnecessary to make any correction.

| | | |
|--|---------|---------|
| Agra, by Claud Boudier's observation, is in | - | 78° 29' |
| Calcutta, by the medium of four observations | | 88. 28 |
| | | <hr/> |
| Difference of longitude by observation | - | 9. 59 |
| By survey | - - - - | 9. 58 |
| | | <hr/> |

Agra, then, appears to be the most western point determined by the survey; and serves as a common point of union between the surveys on the east, and the routes furnished by various MS. maps, and itineraries, on the north, south, and west. By means of the survey also, a number of points are ascertained, which serve to set off cursory surveys of roads both to the west and south: such as Hurdwar and Ramgaut, on the north of Agra; and Ghod, Calpy, Chatterpour, Rewan, Burwa, and Balasore on the south.

As this tract contains the site of the famous city of Palibothra (or Palimbothra) as well as those of Canoge*, and Gour, it may not be amiss to take some notice of them: as also of some of lesser note, such as Punduah, Tanda, Satgong, (or Satagong) and Sonergong: all of which, (Palibothra excepted) are mentioned either in the Ayench Acbaree, or in Ferishta.

The situation of Palibothra has already exercised the judgment of M. D'Anville, who places it on the site of the present Allahabad, at the conflux of the Ganges and Jumna rivers. One principal circumstance on which he founds his opinion, is, that Palibothra is said to have been situated at the point of conflux of a very large river with the Ganges; a river of the third degree of magnitude amongst the Indian rivers: the other is, that the *Yomanes* river (Jumna) according to Pliny, traversed *the country of Palibothra*. M. D'Anville therefore concludes that the river which joined the Ganges at Palibothra, was the Jumna.

But Pliny, in another place, positively assigns for the site of Palibothra, a spot 425 Roman miles below the conflux of the Ganges and Jumna: and also enumerates the particulars of the whole distance between the Indus, and the mouth of the Ganges: and altho' his proportions do not in all cases correspond with the map, yet it must be allowed that upon the whole, there is a degree of propor-

* Or Kinnoge.

tion and consistency, in his account of the respective positions of places, that merits some degree of consideration.

His distances are these :

From Taxila or Tapila, on the Indus (most probably *Attock*) to the river Hydaspes (the modern *Behat*) 120 Roman miles.

| | | | | |
|---|---|-----|----------------------|-------|
| To the Hyphasis (<i>Setlege</i>) | - | - | 390* | |
| To the Hefidrus, probably a branch of the | } | 168 | } 336 | |
| <i>Caggar</i> river | | | | - |
| To the Jomanes (<i>Jumna</i>) most probably | } | 168 | | |
| the part nearest to the Hyphasis | | | | - |
| To the Ganges (the nearest part of which | } | 112 | | |
| to that part of the Jumna just mentioned, | | | is about Moonygurry) | |
| To Rhodopa | - | - | 119 | } 286 |
| To Calinapaxa | - | - | 167 | |
| To the conflux of the Jomanes and Ganges | } | 225 | } | |
| (where Allahabad now stands) | | | | |
| To Palibothra | - | - | - | 425 |
| To the mouth of the Ganges | - | - | - | 638 |

In order to ascertain Pliny's scale, it will be necessary to compare his distances with mine in some known part of the above route, and none appears fitter for this purpose than the space between that part of the Jumna nearest to the ordinary route into Hindoostan, and its conflux with the Ganges. This distance in Pliny is 623 Roman miles, and on my map 354 G. miles : so that $\frac{2}{3}$ of a Geographical mile is equal to a mile of Pliny's, reduced to horizontal distance : or about $\frac{7}{10}$ by the windings of the road : agreeing nearly with a Roman mile, for which it was doubtless intended.

Now, taking this for a scale, we shall find that about 110 such miles will reach from the aforesaid part of the Jumna, to that

* This is 3900 in Pliny's account ; but it is evidently a mistake of a cypher.

part of the Ganges nearest to it; or about Moonygurry: 286 more will reach to Canoge; which being at the conflux of the *Calini* river with the Ganges, and also a large place, would make me suspect that *Calinapaxa* * was meant for it: and 228 more will reach to the conflux of the Ganges and Jumna; that is, to Allahabad. This I think furnishes a convincing proof that Pliny's distances are well proportioned to each other, as far as we have *data* for making a just comparison. Between the Indus and Hyphasis (Setlege) the proportions do not hold so good. For instance, between the Indus and Hydaspes (Behat) Pliny reckons 120 miles; which on my map is 135 (supposing that Alexander came by Rotas, the ordinary route: for had he taken the same road with Timur, the distance would be less than 120). And again, between the Hydaspes and Hyphasis, Pliny reckons 390 miles; of which distance no more than 300 can be made on the map, by the ordinary route towards Sirhind; and 350 supposing he went towards the lower parts of the river; which I think highly probable, for reasons that will be hereafter assigned. But as the country between the Hydaspes and Hyphasis, was the seat of war; in which Alexander was undoubtedly often led out of the direct route, it cannot be expected that this part of the distance should be so well ascertained as the others.

Between Alexander's position on the Hyphasis, (Setlege) and the Jomanes (Jumna) Pliny reckons 336 miles, which exceeds the distance between these rivers in the line of the great road between Lahore and Delhi, by about 106 miles: and this distance is not ascertained by the march of an army, but by order of *Seleucus Nicator*; and is therefore as worthy of belief as the account of the distance between the Jumna and Ganges, which was done at the same time. But 336 miles is really the distance between the Jumna and that part of the Hyphasis (or Setlege) below the conflux.

* This term I apprehend Pliny used, rather to convey an idea of its local position; than as its proper name.

of the Sea: which I suppose to have been Alexander's position when he erected his altars.

Pliny then proceeds to state that Palibothra is 425 miles below the conflux of the Ganges and Jumna; and the mouth of the Ganges 638 below that; or 1063 below the conflux. It is true that this distance on the map is only 1000 such miles by the road; but we ought to reflect, that our own ideas of this distance did not come nearer the truth, after we had had an intercourse of near two centuries, with India; and indeed until the present time: for it will be found that M. D'Anville's map of India published in 1752, represents the distance in question as much short of the mark, as Pliny goes beyond it. Therefore by this account Palibothra should be 425 parts in 1063, of the distance between Allahabad and the mouth of the Ganges; or nearly about the town of Bar, 40 miles below Patna.

We can hardly doubt after this account of Pliny's, but that *some very large city* stood nearly in the position which he assigns to Palibothra; but that this city was the capital of India, and the place visited by the Grecian Ambassadors, I do by no means suppose. I rather incline to think that the city meant by Pliny, stood on the site of Patna; and that the true Palibothra was no other than Canoge, or Kinnoge, for reasons which I shall presently shew.

Canoge, the ruins of which are of a very great extent, was for a series of ages the capital of Hindoostan; but it is now reduced to the size of a middling town. It is situated on the right bank of the Ganges*, near the place where the Calini river (or Collynuddy) joins it. It is said to have been built more than 1000 years before our æra; and is mentioned as the capital of Hindoostan under the predecessor of Phoor, or Porus, who fought against Alexander†. The successor of Porus, Sinsarchund (the Sandroscotta of the Greeks)

* Latitude - - - - 27° 3'
 Longitude - - - - 80. 13
 † Before Christ 326.

paid a tribute to Alexander's successors : and Jona, the second in succession from Sinfarchund, reigned at Canoge *. We have no reason to suppose that the capital was removed from Canoge, in the interval between the time of the predecessor of Porus, and the time of Jona ; and therefore Canoge was without doubt the place where the Ambassadors of Seleucus were received, about 300 years before our æra : and this place the Ambassadors mention by the name of Palibothra. In point of extent and magnificence, Canoge answers perfectly to the description given of Palibothra. The Indian histories are full of the accounts of its grandeur, and populousness. No longer ago than the sixth century, it contained 30,000 shops, in which *beetelnut*, which the Indians, (almost universally) chew, as the Europeans do Tobacco, was sold. There were also 60,000 bands of musicians and singers, who paid a tax to government †. In A. D. 1018, it was seized on by the Gaznian emperors.

It has been said that Canoge is situated near the conflux of the Calini river with the Ganges. This river, though not the third in magnitude amongst the rivers of India, is yet no inconsiderable one ; and as the beds of many of the lesser rivers of that country spread to a very great width, the Calini might, in a season when its bed was full, be mistaken for a much larger river than it really is.

M. D'Anville informs us ‡ that *Eratosthenus*, the librarian of Alexandria, under Ptolemy Evergetes, wrote, that it appeared by the measure of a royal route §, that the distance from the western extreme of India to Palibothra, was 10,000 stadia. M. D'Anville says in the same place, that the stadium is the 1050th part of a degree of a great circle. Now, the distance from the Indus at Attock, to Canoge, is just 9 degrees and half, which makes 9975 stadia ; or in

* Dowe 1st. 9, 10, 11. 2d edition. † Dowe 1st. 16. ‡ Eclaircissement, page 55.

§ The route of an eastern Prince is always measured, by persons attending the camp for that purpose.

round numbers, as the other account is probably taken, 10,000 ¶. I think this, in some degree, corroborates my opinion, that Canoge is the same with Palibothra.

Ptolemy * places Palibothra in latitude 27° ; and between the towns of *Malibi* on the west, and *Athenagarum* on the east. The latitude given for Palibothra, is within 3 miles of that of Canoge †; and the latitudes of Maliba and Athenagarum, are nearly those of Matura, and Audiah, or Oude ‡: and the proportional distances of the former from Palibothra, answer minutely to those of the latter from Canoge. To this we may add, that Athenagarum is situated on the right bank of a large river, which joins the Ganges on the left, a great way below Palibothra; answering to the Gogra, or Oude river. The *Uxentius Mons*, by which the hills of Bundelcund and Bahar are evidently meant (by the circumstance of their lying between *Panassa*, or Panna, and the head of the *Adamas* river, or that of Sumbulpour and Cattack) are placed about 3 degrees on the south of Palibothra, or in latitude 24° ; and on the north side of them, and within 18 miles of its true latitude § is *Panassa*, which, no doubt, is intended for Panna, the famous Diamond mine.

Now, as the Bundelcund hills are only 30 miles from Allahabad, and near 2 degrees from Canoge, it appears improbable that Allahabad should be the place meant for Palibothra; although it is highly probable that Canoge may.

I am of opinion that some reliance may be placed on Ptolemy's latitude of Palibothra; for on a comparison of the latitudes of five different places between the Indus and Ganges, I find the greatest

* *Asiæ*, Tab. X.

| | | | | | | |
|--------------|---|--------------|---|--------|---|-----------------|
| † Palibothra | - | 27° | — | Canoge | - | $27^{\circ} 3'$ |
| ‡ Maliba | - | $27. 30'$ | — | Matura | - | $27. 34$ |
| Athenagarum | - | $27. 0$ | — | Oude | - | $26. 46$ |
| § Panassa | - | $24. 30$ | — | Panna | - | $24. 48$ |

¶ The same *Eratoſthenes* computes the extent of India from the source of the Indus, to its mouth, at 13,000 stadia; which, according to the above standard, makes about 12 degrees and a third. As the ancients reckoned the western branch of this river, which rises in the mountains of *Hindoo-Ko* (the *Indian Caucasus*) the true Indus, this computation will be found to be pretty just.

difference

difference to be only 12 minutes *, between his latitudes and mine. It must not be forgotten, that the country between Panjab and Palibothra, was the part of India, of all others the best known to the ancients.

Gour, called also Lucknouti, the ancient capital of Bengal, and supposed to be the *Gangia regia* of Ptolemy, stood on the left bank of the Ganges, about 25 miles below Rajemal †. It was the capital of Bengal 730 years before Christ ‡ and was repaired and beautified by Acbar §, who gave it the name of Jennuteabad; which name, a part of the circar in which it was situated, still bears. According to Ferishta's account, the unwholesomeness of its air, occasioned it to be deserted soon after ||; and the seat of government was removed to Tanda, or Tanrah, a few miles higher up the river.

No part of the site of ancient Gour is nearer to the present bank of the Ganges than four miles and a half; and some parts of it, which were originally washed by that river, are now 12 miles from it. However, a small stream that communicates with the Ganges, now runs by its west side, and is navigable during the rainy season. On the east side, and in some places within two miles, it has the Mahanada river; which is always navigable, and communicates also with the Ganges.

Taking the extent of the ruins of Gour at the most reasonable calculation, it is not less than 15 miles in length (extending along the old bank of the Ganges) and from 2 to 3 in breadth. Several villages stand on part of its site: the remainder is either covered with thick forests, the habitations of Tygers and other beasts of prey;

| | Ptolemy. | | | New Map. | Difference. |
|--|----------|---|-----------|----------|-------------|
| * Taxila, the pass on the Indus or Attock | 32° 20' | — | Attock | 32° 30' | — 0' |
| Conflux of the Hydaspes and Indus | 30. 0 | — | — | 29. 48 | — 12 |
| Malæta | 25. 54 | — | Meerta | 25. 50 | — 4 |
| Ardone | 30. 12 | — | Ajodin | 30. 15 | — 3 |
| Dardalla | 30. 32 | — | Debalpour | 30. 24 | — 8 |

† Latitude 24° 53' lon. 88° 14'. ‡ Dowe 1st. 6. § 1575.

|| This is Ferishta's account; but some of its present inhabitants told me that it was deserted in consequence of a pestilence.

or become arable land, whose soil is chiefly composed of brick dust. The principal ruins are a mosque lined with black marble, elaborately wrought; and two gates of the citadel, which are strikingly grand and lofty. These fabricks and some few others, appear to owe their duration to the nature of their materials, which are less marketable, and more difficult to separate, than those of the ordinary brick buildings; which have been, and continue to be, an article of merchandize; and are transported to Moorshedabad, Mauldah, and other places, for the purpose of building. These bricks are of the most solid texture of any I ever saw; and have preserved the sharpness of their edges, and smoothness of their surfaces, through a series of ages. The situation of Gour was highly convenient for the capital of Bengal and Bahar, as united under one government: being nearly central with respect to the populous parts of those provinces; and near the junction of the principal rivers that compose that extraordinary inland navigation, for which those provinces are famed: and moreover, secured by the Ganges and other rivers, on the only quarter from which Bengal has any cause for apprehension.

Tandah *, Tanrah, or Tarrah, which was for a short time in the reign of Shere Shaw, in about 1540, the capital of Bengal, and became the established capital under Acbar in about 1580, is situated very near to the site of Gour, on the road leading from it to Rajemal. There is little remaining of this place, save the rampart; nor do we know for certain when it was deserted. In 1659, it was the capital of Bengal, when that foubah was reduced under Aurungzebe: and Rajemal, Dacca, and Moorshedabad, appear to have successively become the capital, after Tanda.

* Called sometimes Chawaspour Tanda, from the original name of the district in which it was situated.

Pundua, or Purruah, mentioned as a royal residence in Bengal, in the year 1353 *, is about 7 miles to the north of Mauldah, and 10 from the nearest part of Gour. Many of its ruins yet remain; particularly the Addeenah mosque, and the pavement of a very long street, which lies in the line of the road leading from Mauldah to Dinagepour.

Satgong, or Satagong, now an inconsiderable village on a small creek of the Hoogly river, about 4 miles to the north west of Hoogly, was, in 1566, and probably later, a large trading city, in which the European traders had their factories in Bengal. At that time Satgong river was capable of bearing small vessels; and, I suspect, that its then course, after passing Satgong, was by way of Adaumpour, Omptah, and Tamlook; and that the river called the old Ganges, was a part of its course, and received that name whilst the circumstance of the change was fresh in the memory of the people. The appearance of the country between Satgong and Tamlook, countenances such an opinion.

Sonergong, or Sunnergaum, was a large city, and the provincial capital of the eastern division of Bengal, before Dacca was built; but it is dwindled to a village. It is situated on one of the branches of the Burrampooter, about 13 miles south east from Dacca; and was famous for a manufacture of fine cotton cloths.

* Dows iſt. 34c.

SECTION III.

The Tract occupied by the Course of the River INDUS and its principal Branches : with the adjacent Countries on the South and East, as far as the River PUDDAR, and the City of AGRA.

THIS part comprehends in general the foubahs of Cabul, Lahore (or Panjab) Moultan, Sind, Agimere, and the western parts of Agra and Delhi : and is about 700 B. miles in length from north west to south east ; and from 350 to 750 in breadth. It is bounded on the east, by the mountains of Little Thibet, and Sewalick, and by an imaginary line drawn from Hurdwar to Agra ; on the south, by the river Puddar ; on the west, by the Arabian sea, and Persia ; and on the north, by the mountains called *Hindoo-Ko*, which separate Cabul from Bucharia in Tartary.

Delhi, the capital of Hindoostan in latter ages *, is 40 computed coses to the north west of Ramgaut, a point ascertained by the Bengal survey : and its latitude, according to Claud Boudier, is $28^{\circ} 37'$. This *Data* places Delhi in $77^{\circ} 45'$ east longitude, which is only 5 minutes different from Claud Boudier's observation ($77^{\circ} 40'$). Beyond Delhi, westwards, we launch, as it were, into a wide ocean, in which we have no points determined mathematically, by which we can ascertain the length and direction of the route ; except the computed distances between places, and some latitudes and longitudes, taken with little precision, if we may judge by a comparison of some of the observations from the same catalogue, with those

* We first hear of Delhi as the capital of Hindoostan about the year 1200. It is supposed to have been founded by Delu, about 300 years before our *Æra*. It should be written *Delhy*.
taken

taken by Europeans. For instance, the latitude of Jionpour and Burhanpour are from 21 to 25 miles too far north, in the Ayeneh Acbaree; Oude, 35 too far north; and Delhi, 22 too far south. We have therefore little reason to suppose that any of the others are much nearer the truth; nor have we any rule to guess on which side the error lies. The longitudes are still more vague; as for instance:

| | | By the A. A. | By the Map. | Difference. |
|--|---|--------------|-------------|-------------|
| The difference of longitude be- tween Delhi and Oude is | - | 3° 28' | 4° 43' | 1° 15' |
| | - | 4. 28 | 5. 8 | 0. 40 |

Here the medium of the difference is 12 minutes too little, in each degree.

And again:

| | | | | | |
|-------------------|---|---|--------|--------|-------|
| Delhi and Tatta | - | - | 12° 8' | 10° 8' | 2° 0' |
| Delhi and Lahore | - | - | 5. 16 | 4. 12 | 1. 4 |
| Delhi and Moulton | - | - | 7. 3 | 6. 35 | 0. 28 |
| Delhi and Cabul | - | - | 9. 58 | 8. 16 | 1. 42 |

In these places, altho' the longitudes in the map are not determined with precision, we may still perceive that the Ayeneh Acbaree is much out. The difference on a medium here is 11' in each degree too much. From such kind of materials, nothing very accurate can be expected: and therefore I have never had recourse to them but in a very few cases, where every other species of information has failed.

The first point beyond Delhi which I have any kind of *data* for fixing the position of, is Lahore, a capital city in the Panjab*, and formerly a royal residence. This place is said by Tavernier to be

* Panjab, or the country of the five rivers, is a natural division of the country contained between the 5 eastern branches of the Indus.

191 coffes from Delhi; and by a MS. itinerary (of John Steel, dated 1614) 189. The medium, 190 coffes, taken at 42 to the degree, is 271 G. miles. Its latitude in the Ayeneh Acbaree, is $31^{\circ} 50'$, in another Indian table 31° and in a Latin MS. itinerary, dated 1662, $30^{\circ} 30'$ *. The medium of these three accounts is about $31^{\circ} 7'$, but I have placed it in $31^{\circ} 14'$, as that position accords best with my idea of the distance between it and Moultan; and with respect to its longitude, it is determined by the aforesaid distance of 271 G. miles from Delhi, to be in $73^{\circ} 33'$.

Lahore is a very important point to be settled, as it regulates the positions of all the places between it and the Indus: and therefore we have reason to regret that we have not better authority for fixing it. The Ayeneh Acbaree places it 1 degree 4 minutes to the west of its assumed position, which could not be the case, even if its whole distance from Delhi was in longitude. The situation of Sirhind, which is nearly midway between Delhi and Lahore, is regulated by a MS. itinerary. It is a very ancient city, and lies near the confines of Lahore.

The country in general on the north, south, and west of Delhi, to the frontiers of Lahore, Moultan, and Agimere, is described from various MSS. and memorandums: but it would be very tedious, and of little use, to enumerate every particular that has been taken from them, or to quote my authority for so doing.

I am not perfectly clear concerning the course of the Caggar river (called *Kebker* by D'Anville, and apparently the ancient Hefidrus). That branch of it which runs by Tanasserai, or Tannasar, is mentioned by Ferishta under the name of Sursutty. We must be content to remain in ignorance concerning both this, and many other particulars of Indian geography; and satisfy ourselves with having the situations of places that are the most interesting, either from

* It should be observed, that all the latitudes in this itinerary are too far south. The latitude of Agra is set down at $26^{\circ} 45'$, tho' its true latitude is $27^{\circ} 15'$. And Moultan in $29^{\circ} 32'$, and Tatta in $24^{\circ} 20'$; which places are commonly taken at $29^{\circ} 52'$, and $24^{\circ} 40'$.

having been the subjects of history, or as being connected with the politics of present times.

The Jidger, or river of Mewat, * and which has no existence in any map that I have seen, appears, by Ferishta's account, to rise in the western parts of the soubah of Delhi, and to run eastward. This is strongly implied in Dowe's translation (Vol. I. page 327). He says that "Sultan Firose made a canal of 100 miles, from the Suttuhuz (or Setlege) to the Jidger." This was doubtless with a view to join the inland navigations of the Ganges and Indus; and was a noble, as well as an useful, design †. The river that runs by Fattipour, and falls into the Jumna below Agra, is named Jago in several maps, both printed and MS. but is described as coming from Agimere. I suppose this to be Jidger, and have accordingly described it as such. Cottilah, the capital of Mewat, is not far from its banks.

Tiberhind, a fortress and province often mentioned by Ferishta, is placed according to the implied situation assigned it by that author. The same may be said of Nagore in Agimere; Haffi, Koram, Sursutti and Cottilah.

The next place, in point of consequence to the construction of this part of the map, is Attock, a city and fortress on the east side of the Indus or Sinde. The situation of this place is fixed by its bearings and distances from Lahore, as given in a MS. map of Panjab, (of which I shall speak more fully hereafter) and the distance agrees also with Tavernier's account, which reckons 119 coses between them. It is remarkable that M. D'Anville's position

* Mewat is the hilly tract on the west of the Jumnah, between Delhi and Agra; possessed by the Jats.

† By a slight inspection of the map, it will appear that this project, would, if the ground permitted of its being successfully put into execution, be one of the greatest undertakings of the kind that ever was projected; that of cutting thro' the isthmus of Suez, only excepted. We should then have seen two capital rivers, which traverse a large part of the continent of Asia; which enter the sea at 1500 B. miles asunder; and which stretch out their arms as it were, to meet each other; united by art, so as to form an uninterrupted inland navigation from Cabul to Affam! I take it for granted that this canal was never completed, otherwise we should have heard more of it, as we have of the canals leading from the Jumna.

of this place, does not differ 10 miles from the position I have assigned it; although we differ considerably in the detail of the route between it and Delhi.

Moulton *, the capital of the soubah of the same name, has its latitude given at $29^{\circ} 52'$ in the Ayeneh Acbaree, and in other tables; $29^{\circ} 32'$, by the Latin itinerary abovementioned, and $29^{\circ} 40'$, according to Thevenot. I have taken the medium, and placed it in $29^{\circ} 41'$. With respect to its longitude, I have no tolerable data for it. The Ayeneh Acbaree makes it $7^{\circ} 3'$ west from Delhi; but we have already had occasion to remark, how little dependence is to be placed on the Indian tables of longitude. The MS. map of Panjab specifies in a written note, that the whole distance between Lahore and Moulton is 90 cossees; but does not give the distance between the stages, as in other parts of the map. On the other hand, Mr. John Steel, in his Itinerary, reckons the distance 144 cossees, and gives the distances between the stages; but the road is evidently a different one from that described in the MS. map. Here is a difference in the two accounts, of more than one third part, supposing Mr. Steel to have gone the direct road; and there is nothing appears to the contrary. It is a misfortune that we have no account of the distance on the great road from Delhi to Moulton, by way of Debalpour; which, together with the help of the latitude, would have given the longitude in a satisfactory manner.

There is no possibility of reconciling the two accounts of 90 and 144 cossees; and therefore I have rejected them both, and have had recourse to the bearings and proportional distances between Lahore, Attock, and Moulton, in the MS. map of Panjab †. Moulton, there, bears a little to the eastward of south, from Attock; and about 60 degrees to the westward of south, from Lahore. And

* Supposed to be the *Malli* of Alexander.

† Thevenot reckons it "threescore and odd leagues;" or about 120 cossees; but his account is vague.

the distance between Attock and Moulton, is exactly equal to that between Moulton and Lahore; which, according to the above bearings, and the latitude of Moulton, is about 110 cosies. This, then, is the position of Moulton in the map; the longitude of which is $71^{\circ} 10'$, or $6^{\circ} 35'$ west of Delhi; that is, 28 minutes less than what is specified in the Ayeneh Acbaree. M. D'Anville places Moulton and Attock, in respect to each other, so exactly as I have done, that I have been able to preserve all his geography of Cabul and Candahar, together with the course of the Indus above Moulton, without any alteration of scale or bearing. The truth is, that I have no materials, of a quality proper to correct radically the Geography of those countries; for the latitudes and longitudes in the Persian tables will by no means effect it. But though I do not think myself authorised to correct it, yet by what has appeared to me, during the investigation of the subject, I believe that both Cabul and Candahar are farther to the west, by at least a degree, than M. D'Anville has placed them, though probably not so far as is given in the Ayeneh Acbaree.

The divisions of Cabul, &c. that appear in my map, are chiefly from the Ayeneh Acbaree. The routes from Candahar to Cabul and Attock, are from Tavernier; and that from Candahar to Moulton, from Mr. Steel. Besides these, I have introduced a few places, and corrected the names of others. But for the whole ground work of the countries west of the Indus, as well as the river itself, I am indebted to M. D'Anville.

The river called by Europeans Indus *, and by the natives generally Sinde (or Sindeh) is formed of about 10 principal streams which descend from the Persian and Tartarian mountains, on the north east, and north west. The Ayeneh Acbaree describes its source as being in Cashgur and Cashmere; by which it appears

* Nilab is a name sometimes applied to the Indus by Ferishta, and other Indian historians: however, I apprehend that the Nilab is one of the western branches of the Indus, and runs under Irjah and Nagaz.

that the people of Hindoostan consider the north east branch as the true Sinde. From the city of Attock, in about latitude $32^{\circ} 20'$, downwards to Moultan, it is commonly named the river of Attock, which in the Hindoostan language, imports *forbidden*; probably from the circumstance of its being the original boundary of Hindoostan on the north west; and which it was unlawful for the subjects of Hindoostan to pass over, without special permission. Below the city of Moultan, it is often named Soor, or Shoor, until it divides itself into a number of channels near Tatta; where the principal branch takes the name of Mehran. The river, however, when spoken of generally, is called Sinde, altho' particular parts of it are known by different names. The course of the Indus below Moultan, has its particulars from M. D'Anville; but the general direction of its course, is considerably more to the west, than he describes it. This is occasioned by my placing its *embouchure* so much farther west than usual, in respect of Bombay (see page 28) whilst the position of Moultan remains nearly as it formerly was. I observe that most of the old maps of India give the Indus much the same course as I have done.

The Latin Itinerary beforementioned, gives the names of many places, and some latitudes, on the Indus. It places the fortrefs and city of Bhakor, which the Ayeneh Acbaree says, is the ancient Mansurah (though D'Anville says the contrary) in latitude $27^{\circ} 12'$; Tatta in $24^{\circ} 20'$; and Bunder Lawry *, in $24^{\circ} 10'$. All these, I take to be from 20 to 30 minutes too far south.

Moultan is about the same distance from the sea, as Allahabad; that is, about 800 B. miles by the course of the river; and our author was 21 days in dropping down with the stream, in the months of October and November; when the strength of the land floods were abated.

The boundaries of the provinces of Moultan and Sindhy on the west, extend a considerable way beyond the bank of the river; that

* Called also Bunder Laheri.

is to say, from 50 to 100 miles. The country is in general flat and open from Moultan to the sea; and the province of Tatta itself (the *Patale* or *Patala* of Alexander) is said to resemble Bengal, not only in the flatness of its surface, richness of soil, and periodical inundations; but also in the food of its inhabitants, which is chiefly rice and fish. The site of the ancient capital, Homnabad, is near Tatta; and, in the time of Acbar, some considerable ruins of it were remaining: particularly the fort, which is said to have had an astonishing number of Turrets to it. Tatta is made synonymous to Daibul, in the Persian tables (which were obligingly lent me by Mr. Jones, and are those mentioned in his preface to Nadir Shaw) where it is placed in $24^{\circ} 10'$. The Latin Itinerary says $24^{\circ} 20'$, and D'Anville $24^{\circ} 40'$.—I have placed it, according to its reputed distance from the mouth of the Sinde, which brings it to $24^{\circ} 45'$ *.

I return now to the country of Panjab, or that watered by the fine eastern branches of the Indus. Here some new matter offers; having before me, a map of this country drawn by a native, and preserved in the archives of government in Hindoostan. The names were obligingly translated by Mr. Davy, at the request of Sir Robert Barker. The tract, of which this map serves as a ground work, is a square of about 250 B. miles; and includes the whole soubah of Lahore, and a great part of Moultan proper. The points of Lahore, Attock, and Sirhind (the fixing which, I have before given an account of) determine the scale of the map; the intermediate distances from place to place in it being given in writing, and not by a scale.

I consider this MS. as a valuable acquisition; for it not only conveys a distinct idea of the courses and names of the five rivers, which we never had before: but sets us right as to the identity of

* Pliny reckons the length of the Patale, or Delta of the Indus, at 220 Roman miles; in which he was very near the truth, it being about 210.

the

the rivers crossed by Alexander, during his famous expedition into India; of which more will be said hereafter.

Besides the places found in this map, I have inserted others, from the authority of the Ayeneh Acbaree; several from implied situations in Ferishta; others from Sherifeddin's history of Timur*; (particularly his march from Toulouba to Adjodin and Batnir) and others from various MSS. in my possession. The division of the country, is entirely from the Ayeneh Acbaree.

The town of Adjodin, often mentioned by Ferishta, and Sherifeddin, is recognized in the MS. map, by the circumstance of its containing the tomb of Sheik Furrid, which was visited by Timur. In the map it is called *Paukputton*; but it perfectly answers to the position of Adjodin, as described by the above authors; and is a point, on the fixing of which a great many others depend.

The next river to the east of the Sinde, or Attock, and the the westmost of *the five rivers*, is, in modern language, called Behat, or Chelum; whose general course is nearly parallel to that of the Attock, but its bulk is less. This is the famous Hydaspes of Alexander, and said by the Ayeneh Acbaree to be anciently called *Bedista*. It runs through Cashmere, and was supposed by M. D'Anville (tho' erroneously) to join the Sinde at Attock. Tavernier seems to have led M. D'Anville into this mistake; which has finally been the occasion of misplacing, and of course misnaming, all the other four rivers.

The second river is the Jenaub, or Chunaub; and is the Acesines of Alexander. The third is the Rauvee, or Hydräotes of Alexander; on the south bank of which stands the city of Lahore. These three rivers successively unite with each other at some distance above Moultan; and form a stream equal to the Indus itself. Its rapidity and breadth are particularly remarked by the historians of Alexander and of Timur.

* Translated by M. de la Croix.

The fourth river is the Beah, or Biah; and the fifth is the Setlege, or Suttuluz. These two rivers unite about midway between their springs, and their junction with the Indus; and their mixt waters properly bear the name of Setlege. Some authors, Sherefeddin in particular, call it Biah; and from the indiscriminate use of the two names, much confusion has arisen *.

The Setlege, thus formed by the joint waters of the two rivers, is the Hyphasis of Alexander, and is a very considerable river, being navigable 200 miles above its conflux with the Indus. It passes on the south of, and not far from, the city of Moultan; and about 80 miles below it, according to the Latin Itinerary, it falls into the Indus.

The Panjab country having been in the route of the three great conquerors, Alexander, Timur (or Tamerlane) and Nadir Shaw; it may not be amiss in this place to trace the line of their routes †.

I take it for granted, that Alexander crossed the Indus ‡ at the place where the city of Attock now stands; as it appears to have been in all ages, the pass on the Indus, leading from the countries of Cabul and Candahar, into India: and this is strongly indicated by the circumstance of Acbar's building the fortress of Attock, to command it. Mr. Frazer, in his history of Nadir Shaw, says, "there is but one place where an army can conveniently be transported, the stream being so rapid in most parts. There is a castle commanding that passage, called the castle of Attock." Attock then, must stand on the site of the Taxila of Alexander. From thence, as his intention appears to have been to penetrate

* The modern European Geographers have added to these names, those of Caul and Dena. Ptolemy calls it Zaradrus.

† I purposely omit the name of Tarmochirin Cawn, a descendant of Gengis, or Zingis Cawn, who made an irruption into Hindoostan about the year 1240; because the particulars of his route are wanting. Sherefeddin mentions, in one place, that he crossed the Jenaub at Toulouba; and in another, that he besieged the city of Merat in the Dooab--But Ferishta confines the exploits of this descendant of Zingis (for his name is not mentioned) to the Panjab country.

‡ About 326 years before Christ.

by the shortest way to the Ganges, he would proceed by the ordinary road to that part of the bank of the Hydaspes (Behat) where the fortress of Rotas now stands; and here he put into execution his stratagem for crossing the river, whilst the opposite shore was possessed by Porus. After crossing the Acesines (Jenaub) and Hydraotes (Rauvee) which latter he may be supposed to cross at the place where Lahore now stands, he appears to be drawn out of the direct route towards the Ganges, to attack the city of Sangala, or Sagala, most probably lying between Lahore and Moultan. From Sangala, he proceeded to the river Hyphasis (Setlege) most probably between Adjodin and Debalpour, by the circumstance of the *deserts* being between him and the Ganges. For the country between the Beah and the Ganges, is fertile and well inhabited; but that between the lower parts of the Setlege and the Ganges, has really a desert in it; as Timur experienced in his march from Adjodin to Batnir. The distance between Alexander's position on the Hyphasis (Setlege) and the Jumna (as given by Pliny) accords with this opinion. He gives it at 336 Roman miles; which, by a proportional scale formed from his distances in known places, reaches from the banks of the Jumna, to a point a little below the conflux of the Beah and Setlege *. But had Alexander been as high up the river, as the place where the great western road crosses from Lahore to Delhi, he would have been only 230 such miles from the Jumna.

This opinion is (I think) yet farther strengthened, by the account of what happened immediately after: I mean, his recrossing the Hydraotes (Rauvee) and then incamping on the bank of the Acesines (Jenaub) in a low situation, and where the whole country was flooded, on the coming on of the periodical rains; which circumstance obliged him to move his camp higher up the river, into a more elevated country. This agrees perfectly with the descriptions of the country. The lower parts of the courses of the Je-

* See page 38.

naub and Rauvee are really through a low country; and those are also the parts nearest to Adjodin, and Debalpour; between which places, I suppose, Alexander's altars were erected. How much higher up he removed, may be judged by the circumstance of his fleet's being five days in dropping down from the encampment, to the conflux of the Hydaspes and Acesines (Behat and Jenaub) for as the length of the voyage from Lahore to Moulton is 8 days, at the same season of the year, we may place the site of the encampment about 20 miles below the town of Gujerat. Here he embarked, and proceeded to Malli, doubtless Moulton; and possibly the famous city of the Oxydracæ, in the escalade of which, Alexander was exposed to so much danger, may be the present Outch, or Atcha; now included in the Moulton province. From thence, his course was down the Indus, to Patala (the present Tatta) where he and Nearchus separated; the first to conduct the army thro' the deserts, to Persopolis; and the latter to conduct the fleet along the Persian coast, to the Euphrates *.

The next conqueror, in order of time, is Timur, or Tamerlane. He, I apprehend, also crossed the Indus † at the place where Attock now stands (and not at Shehinkot, or Dincot, as some have supposed) and my reason for thinking so is, that immediately after his crossing it, the Chiefs of the Jehud, or Joud Mountains (called *Coudgioud* by de la Croix) made their submissions to him; which they would hardly have done, had he not been on the confines of their country. The Jehud Mountains are those which extend from Attock, eastward to Benbur, or Bember ‡.

Timur's

* It may appear extraordinary that Alexander should, in the course of a few months, prepare so vast a fleet for his voyage down the Indus; especially as it is said to be the work of his army. But the truth is, that the Panjab country, like that of Bengal, is full of navigable rivers; which, communicating with the Indus, form an uninterrupted navigation from Cashmere to Tatta; and, no doubt, abounded with boats and vessels ready constructed to the conqueror's hands. I think it probable, too, that the vessels in which Nearchus performed his coasting voyage to the gulf of Persia, were found in the Indus. Vessels of 180 tons burthen are sometimes used in the Ganges; and those of 100 not unfrequently.

† Over a bridge of Boats, about the middle of October 1398.

‡ My opinion is (I think) farther strengthened by a remark in the MS. map of Panjab. A mountain near the Indus, a very little below, and on the opposite side to Attock, is marked

Timur's first object after crossing the Indus, being to effect a junction with his son Peer Mahmud's army, which was then besieging Moultan, he directed his course that way, instead of taking the common road to Delhi, by Rotas and Lahore. The neighbourhood of a navigable river, being a desirable object to an army marching through a dry sterile country, he pushed for the nearest part of the Behat, or Chelum river (the Hydaspes of Alexander) where he attacked and took the fortress and island of Shab-ul-dien. After this, he marched 5 or 6 days along the banks of the Behat, till he came to the place where the Jenaub joins it. The meeting of these rivers, as has been said before, form a rapid and troubled stream: however, it did not prevent Timur from throwing a bridge over it. The town of Toulonba, or Tulmabini, is situated on the eastern side of the confluence †, and here he halted 6 days. About a days march from Toulonba, he crossed the Rauvee ‡ at Jengian, near Shawnawaz ||; and here he was joined by Peer Mahmud, who had, by this time, taken Moultan. From the banks of the Rauvee, the whole army crossed the Baree Doabah § to Jehaul, near the river Setlege, where it separated; Timur proceeding with a detachment to attack Batnir; and the grand army and baggage by way of Debalpour to Sammana, a Town on the Caggar river, about 60 cosses west from Delhi; where a general rendezvous was appointed.

Timur, after leaving Jehaul, proceeded first to Adjodin, or Paukputton ¶, on the Setlege. Here he visited and spent some

Mount Yululsab (or Gelali) most probably from its being the place from whence the Emperor Gelali crossed the Indus, in his flight from Gengis Cawn in 1221. When Timur had crossed to the east side of the Attock, or Indus, he was said to be arrived in the *Desert of Gelali*: therefore I have no doubt but that they both crossed nearly at the same place. Gengis Cawn remained on the west side of the river.

† Thirty-five cosses above Moultan, according to Sherefeddin.

‡ Falsely called the Bea, by Ferishta and Sherifeddin.

|| Forty cosses above Moultan, according to Sherefeddin.

§ See the word Doabah, or Doob, explained in page 7.

¶ Called also by Ferishta and Sherefeddin, Palan Shuckergunge.

time

time at the tomb of Sheik Furrid *, and then *crossing the desert*, came to Batnir, after a march of 60 coffes from Adjodin.

After taking and destroying Batnir, which employed only a few days, he marched on the 30th of November, taking nearly the straight road to Sammana, by way of Firouz, Surusti, Amirani, and Mounec; arriving at Sammana and joining his grand army the 8th of December †.

The march from Sammana to Delhi, though only 60 coffes, appears to have taken up from the 8th to the 24th of December; including four days halt.

Returning from Delhi, Timur made an excursion to the north east, took the city of Merat, or Mevat ‡, 28 coffes from Delhi, and advanced to the Ganges, near the place where it issues out of the Sirinagur mountains. Toglocpour, and the straits of Cupele, two places of victory on the eastern bank of the river, cannot now be recognised: but from Sherefeddin's account of the march, they cannot be far from Loldong; where the British army compleated their campaign in 1774, 1100 British miles from Calcutta ||.

From the banks of the Ganges, he proceeded to the northwest, along the foot of the Sewalick mountains, by Meliapour, Jallindar, and Jimmoo, to the frontiers of Cashmere: and from Cashmere, across the mountainous and desert country of the Kakares §, to the Indus, which he crossed at the same place as before, and in the same manner; and returned to Samarcand by way of Banou, Nagaz, Kermudge, Cabul, Bacalan, and Termed.

Nadir Shaw's route was the ordinary one, by Attock and Lahore; and, I apprehend, he returned the same way.

* See page 54.

† The interval on the map between Batnir and Samana, is about 83 coffes. It is not easy to collect the distance from Sherefeddin's account of Timur's marches; but we find he was eight days on the march.

‡ Called Mirte by de la Croix.

|| At the time of Timur's conquest (1398) the British nation had scarcely been announced to the people of Hindoostan; nor was it till 200 years afterwards, that they found their way thither. Who could have believed that the British conquests would meet those of Tamerlane, in a point equidistant from the mouths of the Ganges and Indus, in 1774?

§ The Gickers of Dowe.

I now return to the account of the construction of the map.

Between the Puddar river, Agimere, Moultan, and the Indus, is an extensive desert, in which is situated the fort of Ammercot, or Omircout, the birth place of Acbar, and the retreat of Khodaiar *. I think it improbable that ever we shall have any geographical knowledge of any of the inland parts, between the Puddar and Indus, more than the very vague information contained in the Indian histories. The river Puddar, from the length of its course, promises to be navigable; and, probably, it is more from the want of useful products on its banks, than from the shallowness of its channel, that it has continued so long unexplored by Europeans.

The position of Joinagur on the Puddar is inferred from Ferishta; and Radimpour from a MS. Itinerary from Cambay to Tatta; of which however, I can at present make no farther use. The author reckons 220 cosses between Amedabad and Tatta, going by way of Radimpour; which agrees very nearly with the distance on the map.

The road from Agimere to Jasselmere, is from M. D'Anville; and from Jasselmere to Moultan, from a MS. map. The road from Batnir to Sammana and Panniput, is from M. de la Croix's history of Timur.

Cashmere, is according to D'Anville, who has improved on Bernier. I suspect that this country, which is properly a circar of Cabul, extends much farther to the north and north east, than we have hitherto imagined: for the Ayeneh Acbaree makes the Jenaub river its eastern boundary, and the Kishen river its western boundary; and says that its length is 120 cosses.

* Jonce's Nadir Shaw.

SECTION IV.

The Tract situated between the KISTNA River, and the Countries traversed by the Courses of the GANGES and INDUS, and their principal Branches : that is to say, the middle Parts of INDIA.

THIS very extensive tract is bounded on the north east by the soubahs of Bengal, Bahar, Allahabad, and Agra; on the N. W. by the course of the river Puddar; on the east and west by the sea; and on the south by the river Kistna, or Khrishnah: and comprehends in general the soubahs of Guzerat, Malwa, Berar, Orissa, Candcish, Amednagur (or Dowlatabad) Viliapour (or Bejapour) and Golconda. It is about 800 British miles in length from N. W. to S. E.; and 600 wide: and has in and about it, many points that are determined either by observations of latitude and longitude, or inferred from such points, by the means of good charts.

The fundamental points on which the construction and scale of this part depend, are as follows:

On the north and N. E. Agra, as determined by observation and survey*; and Calpy, Chatterpour, Rewan, Burwah, and Balasore, inferred from measured lines drawn from other places of observation. On the south Masulipatam, as determined by Capt. Ritchie†. On the west, Bombay, by the observations of Mr. Howe, and of Mr. Smith‡; and Surat, Cambay, and Diu Point, inferred from charts and surveys§. In the interior parts Narwah, Sirong,

* See page 36.

† See page 21.

‡ See page 25.

§ See page 27.

and

and Poonah, by observations of Mr. Smith, or by inference from them.

The construction of the sea coasts, on both sides of this tract, has been already discussed * : and I shall begin my account of that of the inland parts, with Mr. Smith's line across from Calpy to Bombay.

He set out from Calpy with Col. Upton in 1776 †, and fell into the great road from Delhi to the Deccan, at the city of Narwah ; which is situated on the river Sindah, near the entrance of a famous pass, noted in the Ayeneh Acbaree by the name of *Burra Diury*, but called in Mr. Smith's map, *Lellymudge*. From Narwah, he proceeded to Sirong, a city of Malwa, subject to Madagee Sindia : and from thence to Burhanpour, the capital of Candelish, and formerly of the Deccan. This is yet a flourishing city ; and it is situated in a delightful country. In his way to this place from Sirong, he crossed the famous river Nerbuddah ; formerly the reputed boundary of the Deccan, to the north. From Burhanpour, he went to Poonah, the capital of the Mahratta empire, crossing the heads of the Godavery and Beemah rivers in his way : and from Poonah to Bombay. During all this route, he took observations of latitude and longitude, as often as opportunity offered ; which was not unfrequently : and with these, together with the intermediate bearings of the road, he constructed a map, which is no less valuable on the score of its general accuracy, and extensive information ; than curious, by the novelty of its subject. We had then, for the first time, a geographical line on which we could depend, drawn across the continent of India, through the principal points between Agra and Poonah ; and which, by establishing so many interesting positions, has enabled me to correct several routes, which, without it, would have remained very indeterminate. Narwah, for instance, corrects the bearing and distance of the road between it, and Agra ;

* Page 20.

† On an embassy to the Mahratta Court at Poonah.

Sirong,

Sirong, the road to Ougein and Mundu; and Burhanpour, the position of Aurungabad, and the bearing of the roads to Surat, Hyderabad, and Nagpour.

Mr. Smith reckons Poonah 1 degree 15 minutes to the east of Bombay; and as we have already fixed the longitude of that place at $72^{\circ} 40' *$, Poonah must be in $73^{\circ} 55'$. It must be observed that Mr. Smith places Bombay 5 minutes more to the east than I do; Poonah therefore being in the same predicament, stands at 74° in his map. Its latitude is $18^{\circ} 30' \dagger$.

Burhanpour, according to Mr. Smith's map, is in longitude $76^{\circ} 21'$; or by its difference of longitude from Poonah $76^{\circ} 16'$. More will be said on this subject, when we come to discuss General Goddard's route. Sirong, Mr. Smith places in $78^{\circ} 3'$, which, with the allowance of the five minutes, will be $77^{\circ} 58'$. By some unaccountable mistake, I have placed it in the map 4 minutes too far west.

General Goddard's celebrated \ddagger march from Calpy on the banks of the Jumna, to Surat, has only been communicated in the form of an Itinerary, with the distances, as measured by a perambulator; but without bearings, or any other help to ascertain the direction of it. Between Calpy and Chatterpour, two points fixed by survey and latitude, there is no great difficulty in laying down the particulars. But much difficulty arises in assigning the position of any point between Chatterpour and Hurdah; the place where Goddard's route falls into Upton's (or Smith's) a space of more than 250 B. miles. Hufnabad Gant is about 60 B. miles, by the road, to the N. E. of Hurdah; and I have placed it, on a supposition that it is

* See page 25.

† Since the construction of the map, I have seen a plan of Gen. Egerton's march towards Poonah, with a continuation of the road to that capital. The bearing of Poonah from Bombay, is there exactly the same as Mr. Smith reckons it: but the distance exceeds Mr. Smith's by about 3 G. miles. I apprehend that the distance was measured no farther than Tallowgom, which is about 14 G. miles (in horizontal distance) short of Poonah.

‡ Although Col. Leslie took the command during the early part of the march, yet he died before it was advanced much more than an eighth part of the way towards its place of destination.

not much out of the general line of the route; and all the intermediate places are proportioned to it.

From Burhanpour, where Goddard's route finally strikes out of Upton's, to Surat, we are again as much in the dark, as to the bearings of the intermediate parts of the road; and the distance of one day's march is totally omitted in the Journal, or Itinerary. The whole distance, on summing up the particulars, is 223 B. miles; and if we allow 16 for the march omitted *, it will be 239. But it is noted at the bottom of the page, that "*the whole distance is 245 miles*"; so that there must be 6 miles sunk in the detail. Therefore, taking the distance by the road at 245 B. miles, or 209 G. ones, and allowing only one mile in ten for the windings of the road, as it is, generally speaking, a very straight one, the horizontal distance between Burhanpour and Surat comes about 188 G. miles; which in that parallel is equal to 3 degrees 21 minutes of longitude.

Now the difference of longitude between these places by the assumed situation of Surat in my map, and that of Burhanpour in Mr. Smith's, is $3^{\circ} 31' \dagger$, or 10 minutes greater than by the above account. I have not seen any list of Mr. Smith's observations, and therefore do not know for certain, whether or not he took any at Burhanpour, or whether it is placed by deduction from some other observation. In this state of uncertainty with respect to the existence of any observation of longitude at Burhanpour, and relying on the positive information concerning the distance in the MS. journal; and also on the longitude of Surat as deduced from Bombay; and moreover, supposing it hardly possible that any road in that country can wind less than one mile in ten, I have placed Burhanpour in $76^{\circ} 6'$, or according to the difference of longitude given by the MS. Journal. Its latitude is about $21^{\circ} 19'$.

* This omission occurs between Burhanpour and Sannkley; in which interval, Tavernier reckons 24 *cosses*, and the Journal only 30 miles: so that we may suppose that at least 16 miles are omitted.

| | | | | | | | |
|------------------|---|---|---|---|---|-------|----|
| † Surat, page 27 | - | - | - | - | - | 72. | 45 |
| Burhanpour | - | - | - | - | - | 76. | 16 |
| | | | | | | <hr/> | |
| | | | | | | 3. | 31 |

It is remarkable that Tavernier reckons the same distance as the Journal, to within half a mile: for his 132 coosses, at the rate of 42 to the degree, come out just $188\frac{1}{2}$ G. miles *.

The road from Poonah to Nussurgur (or Nusserratpour) and Soan-gur, was described by Messrs. Farmer and Stewart, during the time that they remained as hostages in the Mahratta camp; and the particulars were obligingly communicated to me by Mr. Farmer. This ascertains the situations of Casserbarry and Coondabarry Gauts; and, in particular, that of the city of Amedabad, the capital of the soubah of the same name; and the last place of residence of the Emperor Aurengzebe. This city has been generally placed about 50 miles to the southeast of its true position.

Tullowgom, Burgom (or Worgaum) and Condolah †, are from the same authority; as well as Nassick-Trimuck, Zineer, and a variety of other useful particulars. Sattarah, the nominal capital of the Mahrattas, is placed according to the report of a native of that country; that is, 30 coosses on the south east of Poonah.

The next line, in point of consequence, is that from Masulipatam to Aurungabad; described from the marches of M. Bussy. The former of these places, according to Capt. Ritchie, is in lat. $16^{\circ} 8' 30''$; longitude, inferred from Madras, $81^{\circ} 15'$ east. M. Bussy's march, as laid down in a map drawn by the late Mr. Montresor, of the engineer corps at Madras, gives the bearing of Aurungabad from Masulipatam, No. $55^{\circ} 15'$ W. distance 358 G. miles; placing the former in lat. $19^{\circ} 33'$, longitude $76^{\circ} 6'$, the difference of longitude between the two meridians, being $5^{\circ} 9'$.

* Since writing the above, I have been favoured with the perusal of a map of Gen. Goddard's route. It was impossible to alter my map, so as to make it correspond in all cases, with Gen. Goddard's; but I have introduced such alterations and corrections, as the nature of the case would admit of: and as the route stands at present, in my map, it is not materially different from the truth. The distance between Surat and Burhanpoor, in Gen. Goddard's, is given at 202 G. miles of horizontal distance; or $3^{\circ} 34'$ difference of longitude (the bearing being nearly east and west). This agrees so nearly with Mr. Smith's observation, that it gives room to suspect the correctness of the MS. Journal, as it requires at least 263, instead of 245 B. miles, to make up the horizontal distance abovementioned.

† Since corrected by the plan of Gen. Egerton's march.

Let us now examine what *data* we have to check this longitude of M. Buffy's, from the side of Surat: for, from the nature of an Indian march, great part of which is made in the night, it must necessarily require correction; in the bearing at least, and, most probably, in the distance. And we may accordingly infer from some distances of Col. Peach's, and of Major Stevens's, compared with some parts of M. Buffy's marches, that this gentleman's distances are too small; an error of a different side from what might be expected, in measuring distances hastily with a perambulator*.

The position of Surat, is already accounted for in page 27; and Noopour is placed according to Gen. Goddard's measured distance from Surat; and the bearing accords with the ideas of Mr. Farmer, who passed near this place with Sindia's army. Tavernier reckons 105 coffes between Noopour and Aurungabad, that is, 150 G. miles of horizontal distance, reckoning 42 coffes to a degree. Now, Noopour, Aurungabad, and Masulipatam, lie as nearly as can be, in a right line, whose extreme length is 516 G. miles. Tavernier's 150, added to Buffy's 358, make up this distance to within 8 miles; or $\frac{1}{4}$ of the whole. Therefore, as it appears, in more than one place, that Buffy's distances are too short, I have made no scruple to add these 8 miles to his distance between Masulipatam and Aurungabad; making it 366, instead of (the original) 358 miles.

With respect to the latitude of Aurungabad, I have corrected it by the computed distance between it and Burhanpour, which according to Golam Mohamed † is 66 coffes; that is, 94 G. miles ‡, nearly on a meridian. This, deducted from $21^{\circ} 19'$, the latitude of Burhanpour, leaves that of Aurungabad $19^{\circ} 45'$, or $12'$ more

* To shew that long distances may be accurately measured by a perambulator, I need only mention that during the Bengal survey, I measured a meridian line of 3 degrees with a perambulator, and found it to agree minutely with the observations of latitude. However, due allowance was made for the irregularities of the ground, wherever they occurred.

† Golam Mohamed was a Sepoy officer sent by Colonel Camar in 1774, to explore the roads and country of the Deccan, and to gain intelligence concerning the Mahratta powers.

‡ M. D'Anville reckons the same difference of latitude between the two places; but he has placed both of them too far north by 24 minutes.

north-

northwardly than what is given by M. Buffy's march.—These 12 minutes of latitude make an alteration of about a degree and a half in the angle of bearing: very little, considering circumstances, in a march of 500 British miles. The alteration of the angle from N. $55^{\circ} 15'$ W. to N. $53^{\circ} 45'$ W. takes from the difference of longitude, as much as the 8 miles of distance on the Rhumb, add to it: so that the longitude stands as before at $76^{\circ} 6'$. I think there can be no reasonable objection to this mode of settling it.

Congcoal is about 19 G. miles north $\frac{1}{4}$ west from Masulipatam, according to the supposition of Major Stevens; and also by the information of two MS. maps which I have consulted: and Ellore, by survey, is 15 $\frac{1}{2}$ G. miles beyond it; that is, it bears N. $7^{\circ} \frac{1}{2}$ W. distance 34 $\frac{1}{2}$ G. miles from Masulipatam.

Col. Peach's march from Ellore to Warangole in 1767, furnished materials for fixing the situation of that place, and the road leading to it. A memorandum accompanying the survey, says that its latitude is $17^{\circ} 57'$ *. Warangole is a fortress of vast extent, and is the Arinkil of Ferishta, and the ancient capital of Tilling, or Tellingana.

Rajamundry is placed agreeable to Major Stevens's idea: for I do not find that ever it has been joined on by survey to Masulipatam, although it has to Ellore.

The mouths of the Godavery, and the course of that river as high as Toodiguntla; as well as the places between the Godavery and Col. Peach's march, are all taken from MSS. chiefly of Major Stevens's, lent me by Mr. Dalrymple.

The northern circars, Chilka Lake, and the road from that to Balasore, are from various authorities. The construction of the sea coast has been already discussed †. Between Rajamundry and Visagapatam, the particulars of the inland parts have been taken

* Notwithstanding this assertion, the bearings and distance from Ellore place it in $18^{\circ} 2'$. And I much question, whether Col. Peach's engineer had any good quadrant with him.

† See page 21.

chiefly from a large MS. map, in which Col. Ford's marches are described. Between Visagapatam and Coopilly, is taken from another MS. map, seemingly not very accurate. Between Coopilly and Tickelly, is taken from Lieut. Cridland's very accurate survey of the Tickelly district; and between Poonda and the Chilka Lake, from Mr. Cotsford's elegant map of the Itchapour district.

The Chilka Lake is partly from Mr. Cotsford, partly from Capt. W. Campbell; which latter also laid down the road from thence to Balasore, through Cattack. Unfortunately his perambulator was spoiled between Cattack and Balasore; which prevents my getting the situation of the former with respect to Bengal, otherwise than by the bearings and proportional distances between the two places.

The mouths of the Cattack river, or Mahanada, have never been traced, and are therefore described only from report. At the mouth of the principal channel, near False Point, is a small fortified island named Cajung.

From Cattack to Sumbulpour, is from Mr. Motte's observations in 1766. The distance is by computation, and the bearings taken by a compass. The latitude of Sumbulpour was also taken; but, I believe, not very accurately.

At Sonepour, or Jonepour, about 160 miles above Cattack, the rivers Tail and Mahanada unite. The former comes from the west, and is the largest river of the two, but its particular course is not known. I suppose it to be the same river, that in the western parts of Berar is named the Worda. The Mahanada comes from the north; and, I believe, runs under Ruttunpour.

Rewan, or Rewa, in the Bundelcund country, is the most westerly point on the road leading from Allahabad to Nagpour, and the Deccan, that is determined by survey and latitude. From thence to Tetwarrah Gaut, on the Nerbudda, is laid down in a more cursory manner; but, I believe, tolerably exact for the purposes of a
general

general map : and Gurry Mundlah, is placed according to the estimated bearing and distance from Tetwarra.

Nagpour, the modern * capital of Berar, and the residence of Moodagee Boonlah, is said to be 61 coffes southwesterly from Tetwarra. Golam Mohamed reckons 82 coffes between Gurry Mundlah and Nagpour ; which, considering the respective positions of the three places to each other, is 3 coffes more than from Tetwarra. And again Golam Mohamed reckons 166 coffes between Nagpour and Aurungabad ; but he remarks on his approach to Aurungabad, that “ the coffes of this country are short”. Placing Nagpour 61 coffes from Tetwarra, an interval of only 161 coffes (of 42 to the degree) will be left between Nagpour and Aurungabad : which difference of 5 coffes must be accounted for in the shortness of the measure remarked by Golam Mohamed.

Between Burwah in Bahar, and Nagpour, are reckoned 206 coffes ; that is 86 to Ruttunpour, and 120 from thence to Nagpour. But having placed the latter according to its reputed position with respect to Tetwarra and Gurry Mundlah, that is to say, in latitude $21^{\circ} 50'$, longitude $79^{\circ} 36'$, I can make no more than 198 coffes between it and Burwah ; or, 8 less than the computation. It may be that the road winds more than ordinary ; or it may be rougher ; which, in the idea of the Indian travellers, as well as of all others, lengthens the absolute distance. Lastly, it is only 77 coffes from Hufnabad Gaut, as I have placed it †, altho' Gen. Goddard reckons it 100. The roads from Burwah to Ruttunpour, and from thence to Gurry Mundlah, Nagpour, Aurungabad, and Burhanpour ; are all from the Itinerary of Golam Mohamed.

The country between Mirzapour and the head of the Soane, was explored by Capt Bruce, who so eminently distinguished himself at the escalade of Gwalior in 1780. During his expedition, he

* Shawpour was the ancient capital.

† It happens that Hufnabad Gaut was placed in its true position, previous to my seeing the map of Gen. Goddard's march.

verified a fact which had been long doubted, though strenuously insisted on by the natives; (viz.) that the Soane and Nerbudda rivers had their common source from a pond, or lake, on the southern confines of the Allahabad province. These rivers do literally flow from the same lake; making, conjointly with the Ganges, an island of the southern part of Hindoostan: and flowing in opposite directions 1500 miles. The course of the Nerbudda river is ascertained, only in certain points where it happens to be crossed by any of the great roads here described: excepting only in the neighbourhood of Broach. All the intermediate parts are drawn from report. It is represented to be as wide at Hushabad Gaut, as the Jumna is at Calpy: but fordable in most places, during the dry season.

The Soane is drawn in the same manner as the Nerbudda, in that part of its course above the boundary of the Bahar province: as are also the Tapti, Cane, Betwa, Chumbul, Sinda, and all the other rivers that flow within the bounds of the tract spoken of in this Section.

The road from Agra to Amedabad, has its particulars from D'Anville, who appears to have taken it from Tavernier's Itinerary. I have altered the scale of it, in order to make it correspond with the difference of longitude (in my map) between Agra and Amedabad, which is about half a degree less than in M. D'Anville's: occasioned by his having adopted the observation taken at Goa. Throughout this long line (450 B. miles) there is only one cross distance to correct the bearing of it; and that is, Sir Thomas Roe's route from Burhanpour to Agimere. He reckons the distance 222 coffes; of which 66 are between Burhanpour and Mundu; 105 between Mundu and Cheitore*; and the remaining 51 between Cheitore and Agimere.

All Tavernier's distances appear to be too great between Agra and Amedabad, according to the standard of the cofs, in page 18;

* The ruins of this famous place are laid down at least 80 miles to the south of their true position in all the maps that I have seen,

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owing probably to the roughness and hilliness of the road, which makes the horizontal distance less than in countries that are more smooth and open.

The upper part of the course of the Puddar is likewise from D'Anville : but this river certainly does not run into the head of the Gulf of Sinde, as described by him. I have not only the authority of a MS. map for this assertion, but also that of Capt. Joseph Price, who had the misfortune to be carried up to the head of this gulf by Pirates (after a most gallant and obstinate defence of two days). He assures me that nothing larger than a rivulet falls in there. I therefore conclude that the Puddar (or at least a principal branch of it) falls in at Cutch : as a MS. chart describes the mouth of a large river near it, by the name of *Mud River* ; which name is characteristic of a river of the size, and length of course of the Puddar.

Capt. Price, who also travelled across the Isthmus between the Gulfs of Sinde and Cambay, estimates the width of the Isthmus at 120 or 130 G. miles. The country is generally very flat, with a few small eminences, fortified. The soil is dry, and unproductive of rice.

The inland part of the peninsula of Guzerat, is from M. D'Anville.

The position of the ancient and famous temple of Sumnaut (*Sunnam Sumnaut*) is collected from the Aynech Acbaree, and from Ferishta. In the former, it is called *Puttan Sumnaut*, from its vicinity to the town of Puttan near Diu ; which town is still in being. And by Ferishta it is said to be " within the districts of Deo, or Diu *". The latitude is given at 22° in the Aynech Acbaree ; but it is nearer 21°.

The Broach district, and in general all the inland parts of Guzerat, from Surat to Amedabad, and from the sea to Dubhoy ; are

* Dowe, Vol. 1st. 66.

from surveys taken since the commencement of the Mahratta war. The tracing of the Nerbudda goes as far up as Bowapier Gaut, that is, about 80 British miles from the sea.

The situation of Pawengur, is from Mr. Farmer. Those of Narwalla, Champanier, Puttan, Nadout, &c. are either from the Ayeneh Acbaree, or from Ferishta.

Mundu, and the road from thence to Burhanpour, is from Sir Thomas Roe, who places Mundu 66 cosses from the latter, on the road to Agimere. Ougein, and the road from Mundu to Sirong, is from M. D'Anville; and Indoor from the information of Mr. Farmer.

The divisions of Malwa and Guzerat, are from the Ayeneh Acbaree.

Hindia also is from the same authority. I take it to be the Andi of Tavernier. It is astonishing how he could so far mistake the course of the Nerbudda river at that city, as to suppose that it fell into the Ganges.

The road from Burhanpour to Patris is from D'Anville; those from Noopour to Aurungabad, from Tavernier: and those from Aurungabad to Amednagar; from Bejapour towards Calberga; and from Nander to Enegil *; are from Mr. Jefferies's map, published in 1708. He, I understand, took them from some French MSS.

The road from Aurungabad towards Sanore-Bancapour, and from Hydrabad to Edghir, are from M. Buffly's marches.

Sourapour, or Sollapour, Callian, Palkee, &c. are from a MS. lent me by Mr. Townsend.

Meritz and Panchmal are from the East India Company's records; as are also Deckenal and Khoud.

Chunderi, Rintimpour, Toumoun, are inferred from Ferishta and the Ayeneh Acbaree. Gurry-Baundhoo, and a number of places in and about Bundelcund, are from a Hindoo map of that

* This I take to be part of the route of M. Buffly towards Nagpour, mentioned by Mr. Orme, Vol. 1st. 373. Should it be so, and the direction of the road in Jefferies's map be right; it corroborates the assumed situation of Nagpour in my map.

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country, the names in which, were obligingly translated by Mr. Boughton Rouse.

Bejapour, or Vijiapour, is not so well ascertained as might be wished. Mandesloe, who travelled the roads himself, says, that it is 80 leagues from Dabul, on the coast of Malabar; and 84 from Goa; which, if meant of French leagues of 3000 paces, with an allowance of one in seven for windings, will give 142 G. miles from Dabul, and 149 from Goa: making Bejapour in lat. $17^{\circ} 36'$; lon. $75^{\circ} 44'$. P. du Val, who formed a map of Mandesloe's routes, (Vide British Museum) and probably had lights, besides what are furnished by the travels, to guide him, makes the distance between Dabul and Bejapour, greater than between Bejapour and Goa. And this I think likely to be the case, though contrary to what is said in the travels.

Tavernier reckons 85 coffes from Goa to Bejapour (or rather perhaps from Bicholim, the landing place on the continent) or 8 days journey: and says that from Bejapour to Golconda, the distance is 100 coffes more. This account must be exceedingly vague; because Goa and Golconda are more than 200 coffes asunder, by the directest route; and Bejapour lies more than 40 coffes out of the line.

The *Lettres Edifiantes* make the latitude of Bejapour $17^{\circ} 30'$. I have endeavoured to take the medium of these discordant accounts, and have placed it in latitude $17^{\circ} 21'$, lon. $75^{\circ} 52'$; that is, 94 coffes from the coast opposite to Goa; 111 from Dabul; and 122 from Golconda. At the same time, I think it probable, that it may not be within 20 miles of its true position. The particulars of the roads leading to it from Dabul and Goa, are from P. du Val's map.

Raölconda, a famous diamond mine, is placed in Mr. Montresor's map, about 15 G. miles to the west of Ralicotte, and 12 from the north bank of the Kistna; but I know not on what authority. Tavernier, who visited both Raölconda and Coloor, gives the dis-

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tance of the first from Golconda 17 Gos, of 4 French leagues each; and of the latter $13\frac{1}{2}$. Now, the distance of Coloor from Golconda, is tolerably well known to be 84 G. miles: so that a Gos, by this account, must be about $6\frac{1}{2}$ G. miles in horizontal distance (or nearer 3, than 4, French leagues) and 17 of them must be equal to $110\frac{1}{2}$ G. miles; and this will place Raölconda about 7 G. miles on the east of Ralicotte. And I think it more probable to be on the east, than on the west of it; for Tavernier mentions the crossing a river, which formed the common boundary between Golconda and Vísíapour (or Bejapour) about 4 Gos or more before he came to Raölconda. This river, which can be no other than the Beemah, runs about $6\frac{1}{2}$ Gos on the east of Ralicotte, and forms, to this day, the boundary of Bejapour: and Raölconda, by this account, must be between the Beemah river and Ralicotte; that is, on the east of the latter.

If we take the Gos at 4 French leagues, without regarding the proportion arising from the calculation on the Coloor road, it will bring Raölconda very near the situation assigned it by Montresor. But I have nevertheless adopted the former, thinking it, on the whole, the most consistent.

The modern Universal History, vol. 6, says that the mines (Raölconda) are six days journey from Bísíagur: but this will apply equally to either of the above positions.

Again, Tavernier says in another place, that Raölconda is five days journey from Golconda; and eight or nine from Bejapour. This account must be very erroneous; for Raölconda is at least nearer to Bejapour than to Golconda.

The Godavery river, or Gonga-Godowry, commonly called Ganga in European maps, and sometimes Gang in Indian histories; has generally been represented as the same river with that of Cat-tack.

As we have no authority, that I can find, for supposing it, the opinion must have been taken up, on a supposition that there was

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no opening between the mouths of the Kistna and Mahanada (or Cattack river) of magnitude sufficient for such a river as the Ganga. It could not be for the want of space sufficient for the Cattack river to accumulate in, independent of the Ganga; for the distance is as great from the mouth of the Cattack river to the Berar mountains; as from the mouth of the Godavery to the Baglana mountains. The truth is, that no just account of these rivers, any more than of the Burrampooter, had then reached any European geographer. The Ayeneh Acharec, speaking of the Godavery, says, "it runs into Berar from Amednagur; and continues its course into Tellingana". Here is a declaration that the Godavery is the river that runs thro' Amednagur: And that the Amednagur river (let its name be what it will) runs from Berar into Tellingana; that is, the country of which Warangole (or Arinkil) was the capital. Its source is within 70 miles of Bombay. Mr. Farmer crossed it near Poonah, where it is named Gonga-Godowry; and is esteemed a sacred river.

After all, a branch of the Godavery may possibly communicate with the Mahanada, during the rainy season; but there is certainly no authority for supposing it. The Chilka Lake, which was once thought to be an inland lake of fresh water, and had a communication with both rivers, is now known to be a salt lake contiguous to the sea, near Ganjam.

The general course of the Kistna river, as high up as Gutigui, or Catigui, in the road from Aurungabad to Sanore, is from the map of M. Bussy's marches. Above Gutigui, it is marked in two places, by the intersections of the roads from Bejapour to Goa, and Dabul. Its source is not more than 42 miles from the Malabar coast near Dabul. General Joseph Smith remarks, that the Kistna was fordable both above and below the conflux of the Beemah river, in the month of March: and that a few miles below the mouth of the Beemah, its bed was 600 yards wide,

and exhibited an uncommon appearance from the number and diversity of the rocks in it.

The Beemah river is known to be a principal branch of the Kistna, coming from the north, and joining it near Edghir. It rises in the mountains on the north of Poonah, probably not many miles from the head of the Godavery, and passes within 30 miles of the east side of Poonah, where it is named *Bewrah*, as well as Beemah, and is also esteemed a sacred river. General Joseph Smith crossed this river, when accompanying the Nizam in 1766, about 10 miles above its junction with the Kistna, where it was fordable.

The Mandouah, or Bejapour river, is a branch of the Beemah.

There yet remains in the map, a void space between the known parts of Berar, Golconda, Orissa, and the northern circars, of near 300 British miles in length, and 250 in breadth; nor is it likely ever to be filled up, unless a very great change takes place in the state of European politics in India. Our possessions in the northern circars, extend no where more than 70 British miles in land, and in some places not more than 30: so that they form a slip of more than 350 miles in length; bounded in general towards the continent, by a high ridge of mountains, which runs nearly parallel to the sea coast, the exterior boundary.

Within these mountains, and towards Berar, is a very extensive tract of woody and mountainous country, with which the adjacent countries appear to have but little, if any, communication. We may fairly suppose that to be a country void of the goods in general esteem amongst mankind, that does not tempt either their avarice, or ambition. Although surrounded by people who are in a high degree of civilization, and who abound in useful manufactures, we are told that the few specimens of these miserable people who have appeared in the circars, use no covering but a wisp of straw. We know not, with any degree of certainty, how far this wild country extends within the outer ridge of mountains,

tains between the parallels of 17° and 20° : but the first civilized people that we hear of beyond them, are the Berar Mahrattas. I think it probable that it extends 150 miles, or more. However, a party of Berar Mahrattas found their way through this country, and the Bobilee Hills in 1754 *, at an opening called Salloregaut, in the Cicacole circar.

* Orme, Vol. i. ft. 373.

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SECTION V.

*The Countries contained in that Part of the Peninsula,
lying South of the KISTNA, or KIRISHNA River.*

THIS tract, which in extent is not a seventh part larger than the Bengal provinces, has, by its political divisions, and by the talents and ambition of its Princes, of late years, furnished more matter for speculation and history, than, perhaps, all the rest of the empire put together. But although it has been the theatre of repeated wars between the European powers and the natives, so ample a supply of geographical matter has not been furnished, as by the wars and negociations in the north. The geography of some of the western parts of this peninsula, are as little known to us, as that of the central parts of Hindoostan.

The figure of this tract is a triangle, of which the course of the Kistna river forms the base, and the coasts of Malabar and Coromandel the sides. Its extent from the Kistna to Cape Comorin, which forms the apex of the triangle, is about 600 British miles; and its breadth in the widest part, that is, from Masulipatam to Gheriah, about 500.

The construction of the sea coasts, has been described in the first section, and that of the course of the Kistna river in page 75.

I understand that the country from Madras to Ooscotta westward; and from about Pondicherry and Tingrecota southward, to Chandeghere northward; or, in other words, between the parallels of 12 and 14 degrees of latitude, is described from measured routes in Mr. Montresor's MS. map at the East India House; and in the printed map inserted in the second volume of Mr. Orme's elegant
and

and useful History of the Military Transactions of the British Nation in Hindoostan. And as Mr. Orme, in particular, has had access to all, or most of the surveys of the marches of the British armies, on the side of Mysore and the Carnatic, I shall take his map for a ground work, after examining his scale of distances.

I find Mr. Orme's map gives the distance between Madras and Ooscotta, the most western point of the survey, 168 G. miles; and Mr. Montresor's, 165. It is impossible for me to determine which of the two is right; but as Mr. Montresor constructed his map on the spot, and was consequently in the way to be best informed with respect to the choice of materials, I am inclined to give the preference to his scale. But as persons, who have not had opportunities of comparing Perambulator distances with those given by observations of latitude, are apt to make too little allowance for the unevenness of ground, in hilly countries, I have taken one mile from Mr. Montresor's distance, to allow for supposed errors of this kind: and then have placed Ooscotta 164 G. miles, nearly west from Madras.

Bangalore, according to Montresor, is 12 G. miles, west, a little southwardly, from Ooscotta; which, added to 164, makes 176 G. miles between Madras and Bangalore. This, by Mr. Orme's account, would be 180: and by a French map published in 1770, 181. D'Anville makes it 177.

After thus establishing a scale for the difference of longitude, I have copied all that part of Mr. Orme's map, between the parallels of Pondicherry and Chandeghere; and between the meridians of Madras and Ooscotta.

Between Pondicherry and Madura, the maps of Mr. Orme and of Mr. Montresor, are both exceeding faulty, for want of a good line of bearing, between the two places. This I have been able, fortunately, to supply; and the detail of the operation of finding the difference of longitude between them, has been given in page 23; where $1^{\circ} 30' 30''$ is found to be the true difference, though

23 minutes less than Mr. Orme has made it. Accordingly, the bearing of the road between Gingee, Tritchinopoly, and Madura, is in my map 4° more southwardly than in Mr. Orme's: and, of course, Caroor, and all other places, whose positions had a relative dependence on that of Tritchinopoly, are removed proportionably farther to the east.

The Tanjore country is taken entirely from Mr. Orme's map; and the upper part of the course of the Caveri, from Mr. Montresor's. The Madura and Tinevelly countries are from Mr. Orme; who described them according to surveys taken under the direction of Colonel Call.

Shevagunga, Dindigul, Pinee, and several other places in the neighbourhoods of Madura and Tritchinopoly, are from MSS.

Travancore, is partly from MS. maps, and partly from M. D'Anville. The lakes between Quilon and Cochin are from a Dutch MS. map, which bears the appearance of authenticity.

Caroor, in Mr. Orme's history (Vol. II, p. 674) is said to be 50 British miles, or 43 G. miles, from Tritchinopoly; and 5 south of the Caveri river: and Montresor gives its bearing from Tritchinopoly about W. b. N. I have placed it accordingly. On this point, in a great measure, depend the positions of all the places between the Carnatic, Coïmbetour, and Seringapatam.

Coïmbetour, in Mr. Montresor's map, is placed 78 G. miles from Caroor, on a continuation of the same bearing line from Tritchinopoly; and is, I suppose, taken from the journal of Major Wood in 1767. But this position would bring it within 34 G. miles of Tannore on the Malabar coast; which, I believe, can hardly be the case. I have placed it 66 G. miles from Caroor, and 47 from Tannore.

Seringapatam, or *Sbringaputton*, Hyder Ally's capital, is 66 G. miles in a W. S. W. direction from Bangalore, according to Montresor; and 20 leagues, according to a note in the French map of 1770; which, reduced to horizontal distance, is about 52 G. miles.

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I have allowed 54 : which places it 85 G. miles from the port of Mangalore, on the coast of Malabar. D'Anville reckons it 91.

All the places between Seringapatam, Coimbatour, Carroor, and Ooscotta, are placed according to their proportional distances from some of these four places, in the map of Mr. Montresor. It may be necessary to repeat in this place, that the observations of longitude taken at Bombay and Cochin (See page 27) by throwing the Malabar coast so much farther to the east, whilst that of Coromandel remains where it was, reduces very considerably the space that we have hitherto supposed to exist, between the western mountains of the Carnatic, and the Malabar coast.

Sirripy * is according to D'Anville.

Bednore, or Hyder-Nuggur, according to the report of Mr. W. Townsend, who travelled from Onore to Bednore and Seringapatam, is about four ordinary days journey to the northeastward of Onore. Goods are sometimes brought down in 5 days. Fryer also reckons it four days journey; and this may be stated at about 46 coffes. This position agrees with Mr. Montresor's map, in which it is placed 141 G. miles to the northwest of Bangalore.

Mr. Townsend, according to his way of travelling, was 7 days between Onore and Bednore; and 11 from Bednore to Seringapatam: by which he could not travel much more than 8 coffes per day, between the two latter places. He represents the country of Bednore as being open and fruitful: nor did he meet with any mountains after he passed the Gauts in the former part of his journey.

Chitteldroog, Harponelly, Bilghey, Bincapour, and Roydroog, are all from Mr. Townsend's memorandums.

Sanore-Bancapour is from the map of Mr. Buffy's march from Aurungabad. Bifnagur, or Bijinagur, is from Mr. Orme; who says it is 30 miles southeast from Sanore.

* I apprehend Sirripy to be synonymous to Sera.

The road from Goa to Galgala, is from a MS. Itinerary lent me by Mr. Dalrymple. I apprehend it was kept by Gemelli, when he visited Aurengzebe's camp at Galgala, in the last century.

The direction of that part of the range of mountains called the Gants, between Cape Comorin and Calicut, is from Orme and Montresor; and the rest from D'Anville. I have also copied from D'Anville the upper part of the course of the Tongebadra river, and also that of the Roydroog, or Hindenny river; together with the positions of several places, on or near it.

In Jefferies's map, published in 1768, we find, on the south of the Kistna, a route from Bancapour to Adoni, and Seringapatam; and another from Cuddapah to Canoul. I am informed that he took them from some French MSS: and, in consequence, I made some enquiry after them, though to no purpose. They would prove very useful at this time, when we have so much history that requires such kind of illustration.

I have copied the course of the river Pennar, from Nellore to the neighbourhood of Bangalore, from Mr. Montresor, who had it, I apprehend, from the commander of a detachment, who marched that way in 1767. This serves to fix the positions of Cuddapah, Gandicotta, Gutti (or Gooty) &c: and the positions of the intermediate places, between the Pennar river, and the tract copied from Mr. Orme, are placed according to their proportional distances from Cuddapah, Gandicotta, Gutti, Chandeghere, Dalmacherry, and Bangalore; as found in Mr. Montresor's map. Udegherri is corrected by a march of Gen. Cailland's.

The particulars of the Ongole country are taken chiefly from Montresor; as well as the positions of Currumpoody, and Timerycotta. I have some doubts concerning the truth of the latter: for I think it likely to be too far to the west. However, Condavir, the principal fort in the Cuntoor circar, is said by Captain Davis to be about 32 coëes to the east of Timerycotta; and the fort of Ratch-

Ratchore *, 24 cosses to the east of Condavir : by which Timerycotta must be at least 56 cosses from the side of the Kistna river opposite to Masulipatam. How far Ratchour may be from that part of the Kistna, I have no means of knowing : but by my map, it ought to be 12 cosses ; as there is an interval of 68 cosses between the Kistna and Timerycotta.

Condavir is also said by Capt. Davis to be 10 cosses from the south bank of the Kistna. I should suppose it to be much more : a *Malabar* map makes it 20.

I have not found it an easy task to fix the positions of either Adoni, Canoul, Innaconda, or Combam ; any more than those of Condanore and Rachore †. On the four first places, many others depend ; and they are neither of them ascertained to my satisfaction. There is in particular, a degree of obscurity in the accounts of Canoul, that I cannot clear up. My local information, fails me entirely in this place ; and this kind of knowledge is so requisite to a geographer, that no degree of study or investigation can compensate for the want of it. It not only enables him to reconcile names and situations ; but oftentimes furnishes him with a criterion by which he may distinguish the value of his materials.

In a map drawn by a native of the Carnatic, Innaconda ‡ is placed 28 cosses from Ongole, and a little to the west of the road leading from it to Timerycotta : which last place, is in the same map reckoned 49 cosses from Ongole. Two English MS. maps lent me by my friend General Caillaud, place Innaconda somewhat more than half way from Ongole to Timerycotta, and nearly in the same line of direction ; that is, about N. W. b N. This I have followed ; and have also allowed the distance of 28 cosses : and this position brings it about 30 cosses from Mootapilly.

* This must not be confounded with the town and fort of nearly the same name, near Adoni.

† Adjoining to the territory of Adoni.

‡ Called also Innagonda and Viniconda : and by M. D'Anville, Huiniconda.

Chantapilly, or Chenlapilly, Mongelgary, Pullareddygur, Masherlaw, and Syampilly, are all taken from the *Malabar* map; or that drawn by the native of the Carnatic.

Combam, or Comum, on the frontier of Cuddapah, is by the *Malabar* map 32 cosses west from Ongole: and, in the route sent by Col. Harper to the Madras government *, 25 from Innaconda: both of which accounts are consistent. This is the place called *Kaman* by Tavernier; and is said by him to be the frontier of the Carnatic towards Golconda, in the year 1652.

From Combam to Adoni by the same route of Col. Harper's, there are reckoned 67 cosses; and, by the *Malabar* map, 66: so that there can be little doubt of this being the distance by general estimation. Montresor places Adoni about 50 G. miles about E. b N. from Bishnagar: and reckoning the 67 cosses at 96 G. miles, the sum will be 146 between Bishnagar and Combam. This interval, on the map is, however, 159, or 13 more than the computed distance. These 13 miles, I have divided proportionally between the two intervals; and by this means Adoni will be on the map, 73 cosses, instead of 67, from Combam. And it being two days journey, or about 23 cosses to the northwest of Gutti, we cannot be wide of the mark respecting its parallel. It must be observed, that the *Malabar* map reckons only 60 cosses between Arcot and Cuddapah; which, on my map is 68, of those that are reckoned 42 to the degree. It may be that the coasts of that country is longer than ordinary; and this may account for the difference between Adoni and Combam.

Condanore is 15 cosses to the east of Adoni, by the route transmitted by Col. Harper,

Canoul, in the *Malabar* map, is said to be 52 cosses from Hyderabad; and only 57 from Cuddapah. This appears to be impossible,

* The route in question was not *marched* by Col. Harper, but collected from the information of his guides, whilst at Innaconda. It appears on the records of the East India House.

as the distance between Cuddapah and Hydrabad, cannot be less than 120 coffes; and these two sums make only 109. It may be that the distance between Cirvalla and Nandy-Allem, is 15 coffes, instead of the 5 written in the map; as the other stages are from 16 to 20. The map alluded to, is not constructed by a scale, but rudely sketched out without much proportion being observed either in the bearings, or distances of places from each other: and the distances are written in figures between the stages. I have before expressed my doubts concerning the truth of the local position of Canoul, in my map.

Rachore * is four days journey from Adoni, and five from Calberga; according to the report of an European who travelled it. This person came from Seringapatam, by way of Gutti to Adoni; and communicated this, and several other particulars in his Itinerary, to Mr. W. Townsend; who obligingly gave them to me. A day's journey for a single person may be reckoned from 11 to 12 coffes (or about 22 British miles in *road distance* †) and this proportion agrees with the account of his journey from Seringapatam to Gutti; which, being about 105 coffes, took him up 9 days.

Rachore, according to Montresor, is not far from the south bank of the Kistna; and lies below the conflux of the Beemah river, and above that of the Tongebadra; and this position agrees with the account of its being four days journey from Adoni, and five from Calberga.

The positions of Combam and Masherlaw obtained by means of the Malabar map; and that of Deopad ‡, or Doupar, from Col. Harper's march, help me to trace out Tavernier's route from Gandicotta to the Kistna, and Hydrabad; as also the position of the Pagoda of Tripanty.

Sankalamary seems to be the Santaseela of Tavernier; and Combam is, no doubt, his Kaman. Deopad is what he calls Doupar;

* Called also Raw-chure, Rach-hore, and Adoni-Rachore.

† Used in contradistinction to *horizontal distance*.

‡ This place is 14 coffes from Innaconda to the W. S. W.

situated,

situated, according to his account, in a country intersected by many torrents from the neighbouring hills: Col. Harper makes the same remark on Deopad. Tripanty* Pagoda was about 12 miles on the north of Doupar. Matherlaw, near Timerycotta, is probably the Macheli of Tavernier, by its situation in respect to the Kistna.

I have not been able to procure any map of the road from Nellore to Hydrabad, except the one in D'Anville's Coromandel, published in 1753: nor any Itinerary whatsoever. I have had some opportunities of correcting it, in the part between Nellore and the Kistna: but the rest remains as I found it, except in the article of bearing; in which M. D'Anville and I differ very considerably. Tavernier's route from Gandicotta, falls into it, near the south bank of the Kistna.

* Some have confounded this with *Tripetty*, a more celebrated Pagoda in the vicinity of Chandeghere; and 160 miles farther to the southward.

SECT.

SECTION VI.

The Countries between HINDOOSTAN and CHINA.

IT has been said before (page 36) that the first ridge of mountains towards Thibet and Bootan, form the limits of the survey to the north : to which I may now add, that the surveys extend no farther eastward, than to the frontiers of Affam and Meckley.

The Jesuits' map of China, as given in Du Halde, places the western boundary of Yunan (the westmost of the provinces of China) between the 97th and 98th degrees of east longitude, in the parallel of 24° : so that the eastern frontier of Bengal (Silhet) is within 350 British miles of the western part of China ; or to speak comparatively, the same distance as Silhet is from Calcutta. Here one is apt to wonder, that considering their vicinity to each other, there should be no communication between the two countries. The reasons probably are, that Yunan does not produce such manufactures as are in request amongst foreigners ; and that the courses of the great navigable rivers in those parts, are unfavourable to a communication by water. The space between Bengal and China, is occupied by the province of Meckley, and other districts, subject to the King of Burmah, or Ava.

The great river *Nou Kian*, little, if at all, inferior to the Ganges, runs to the south, through that angle of Yunan which approaches nearest to Bengal ; where the Jesuits, who formed the map of China, left it, in its course to the southwest. This river, M. D'Anville conceived to be the same with that of Pegu, in like manner as he supposed the Sanpoo to be the Ava river : but succeeding ac-

counts

counts have left little doubt remaining, that the Sanpoo is the Bur-rumpooter; and the Nou Kian, the river of Ava.

In my account of the construction of the sea coasts (page 30) my authorities for describing the *delta* of the Ava river from the sea to the parallel of 18° , are given. The Dutch MS. map there quoted, describes the whole course of the river, as high up as the city of Ava itself, which it places in latitude $21^{\circ} 48'$; and also says in a note "*by observation:*" and indeed, the whole scale of the map seems to be formed from the difference of latitude.

The difference of longitude, as inferred from this Dutch map, places Ava in 97° . But Capt George Baker, of whose accuracy I entertain a high opinion, took the bearings, and estimated the distances, the whole way from Negrais to Ava: and the result corrected by the observation at Ava ($21^{\circ} 48'$) gives the longitude $97^{\circ} 42'$; and this longitude I have adopted. The particulars of the course of the river, I have taken from the Dutch map; as Captain Baker describes only the general direction of it.

Monchaboo, a city, and the residence of the King of Burmah, or Ava, in 1755, is by Capt. Baker's account, $38 \frac{1}{2}$ G. miles north from Ava: and this was the extreme point of his travels that way.

The Nou Kian is named Irabattey by the people of Ava; and is said by them to be navigable from the city of Ava into Yunan. Monchaboo being within 130 B. miles of the Chinese frontier, we want only so much, to compleat the course of the river in the map. This break is there described by dotted lines.

Mr. Verelst, who meditated an expedition into Meckley from Bengal, and actually advanced as far as Cospour on his way to it, in 1763; was informed by his Meckley guides, that after he should pass the first ridge of mountains beyond Cachar, he would find a fertile and well inhabited country all the way to Ava. He, however, went no farther than Cospour; but the particulars of the road between that place and Ava, are described from the intelligence furnished by the guides who attended him.

Capt. Baker describes the country bordering on the Ava river, from the sea to Lundsey, as being very flat, and the soil rich; and, I suppose, like that at the lower parts of the courses of the Ganges, Indus, and other capital rivers, formed out of the mud deposited by the inundations of the river. This low tract is named Pegu, and formed an independent kingdom in 1754, when it was reduced by the King of Burmah, to the state of a dependent province.

Burmah borders on Pegu to the north, and occupies both banks of the river as far as the frontiers of China. On the northwest is Meckley, which we have before taken notice of: and on the west Aracan (or Reccan) and Roshaan. On the east, it has the kingdom or country of Upper Siam; which, Capt. Baker informs us, begins at a small distance eastward from the city of Ava; a ridge of mountains separating it from Burmah and Pegu.

The King of Burmah, whose capital is Ava *, and from whence the whole kingdom, tho' erroneously, is often denominated, is said to possess not only the country of Meckley, in addition to those of Pegu and Burmah; but also the whole tract which lies on the north of it, between China, Thibet, and Assam. Du Halde's map speaks positively, as to this point, but with what truth I know not, as I have never been able to gain any information on the subject.

Capt. Baker informs us, that the country of Burmah, adjacent to the banks of the Irabatty, or Ava river, between Pegu and Monchaboo, is in some places hilly, and in other flat; but not so low as to suffer inundations. Its produce is, in most respects, nearly the same as that of the countries contiguous to the Ganges; and, it is remarkable, that the lands which produce the greatest quantity of Saltpetre, are much about the same distance from the sea, as those of the same nature on the side of the Ganges.

The country of Burmah produces the best Teek † Timber in
N India.

* Although Ava is reckoned the capital, yet we find that Monchaboo was the residence of the King in 1755.

† This wood, which may not improperly be styled *Indian Oak*, is for the purposes of ship-building in warm climates, of much longer duration than the European Oak. Teek ships of

India. The forests which produce this most useful and valuable article, are situated between the western bank of the Ava river, and the country of Aracan; and are only 250 miles from the sea, by the course of the river.

The Sanpoo, or Thibet river, was supposed by M. D'Anville to be the same with that which is called, in the lower part of its course, the river of Ava: but we have now little doubt of its being the same with the Burrampooter, which enters Bengal on the northeast, and joins the Ganges near the sea. It was traced by me in 1765, to about 400 miles above the conflux; that is, as high as the latitude of 26°, longitude 91°; where the Bengal districts end, and those of Assam begin: but I was not permitted to go any higher. However, some few Europeans, engaged in the Goalparah trade, and amongst others, M. Chevalier, the late Governor of Chandernagore, by permission of the King; went as high up as the capital of Assam, about the year 1762: but was under a considerable degree of restraint, with respect to making remarks, either on the course of the river, or on the country. As M. Chevalier, however, went on a very large embarkation, we are convinced that the river is navigable for large boats, through a space about equal to the distance of Buxar from the sea; that is, between 600 and 700 miles. It may probably be navigable much higher up; though its navigable course cannot be equal to that of the Ganges; this flowing chiefly through a level country, and the Burrampooter through a mountainous one.

I have placed the capital of Assam, Ghergong *, 160 G. miles nearly E. b N. from Goalparah, according to the report of the Assamers. They also informed me, that the Burrampooter has a very long course previous to its entering Assam; and that it comes from the N. W. thro' the Thibet mountains. Now the Lama's

40 years old and upwards, are no uncommon objects in the Indian seas; whilst a European built ship is generally ruined before she has continued there five years.

* Called sometimes Kirgana.

map of Thibet in Du Halde, describes the course of the Sanpoo, to within 120 G. miles of the assumed situation of the capital of Affam: and still nearer to some parts of the Burrampooter that are known, and have been described by the Affamers.

These facts, together with those respecting the Ava river and Nou Kian, establish (I think) the strongest presumptive proof possible of the Sanpoo and Burrampooter being one and the same river, under different names*: and positive proof can never be obtained, but by actually tracing them; a circumstance unlikely ever to happen to any Europeans, or their dependants.

Some difficulty arises in fixing the position of Lassa, the capital of Great Thibet. We have the history of the Lamas' map in Du Halde, which is not altogether favourable to its character; especially in the parts towards the source of the Sanpoo and Ganges. A close examination of its particulars, turns out still more unfavourable to it. For instance, the place where the Ganges enters the plains of Hindoostan, is placed under the 28th degree of latitude; tho' it is known by our late observations, to be in about 30°. With respect to the longitude, we have no grounds, on which to form an exact comparison; but we may conclude generally that the distance between Lassa and Hurdwar is near 2 degrees of longitude less than it ought to be: I mean, provided that Lassa be near its true position with respect to Pekin, in the Lama's map†.

With respect to Hurdwar, the proof is positive of its being 2 degrees farther to the south than it ought to be; and this furnishes a strong presumptive one, that all the western parts of the map, are faulty in the same proportion: and that the sources of the Ganges and Sanpoo, instead of being between the 29th and 30th degrees of latitude; are, in fact, between the 31st and 32d. Nor am I singular in this opinion: for M. D'Anville found it necessary

* The interval between the known part of the Sanpoo and that of the Burrampooter, is described by dotted lines.

† Lassa, in the Lamas' map is about 24° 17' west from Pekin, or 91° 40' east from Greenwich.

to make the very alterations both in latitude and longitude, which I have been suggesting. And I should be wanting in candour, and in respect to his memory, should I forbear to do justice to his nice discernment in placing the entry of the Ganges into Hindoostan, by inference from Delhi, almost in the very spot where I have now placed it, by actual survey.

But M. D'Anville, ignorant of the respective positions of Bengal and Lassa, adopted the latitude of the latter place, given in the Lamas' chart: that is to say, about $29^{\circ} 35'$. Father Giorgi, who travelled to Lassa from Bengal (and whose route is expressed in my map) says the latitude * of Lassa is "about 30 degrees and a half;" and by what follows, it can hardly be in a lower parallel.

The late Mr. George Bogle, who was sent by the Governor of Bengal on an embassy to the Grand Lama of Thibet in 1774, travelled by way of Coos-Beyhar, Tassafudon, and Paridrong, to Chanmanning, the then residence of the Lama, and nearly in the same parallel of latitude with Lassa. Unfortunately, very little geographical information was furnished by this journey; unless the bare account of the number of days he was on the road between the two last places, may be deemed such. However, this information, such as it is, joined with other circumstances, helps to assure us that Lassa is farther to the north, than the Lama's map represents it: for Tassafudon, the capital of Bootan †, is by the accounts of the Bootanners, about 46 G. miles horizontal distance from Luckiduar, in a direction nearly north; and Luckiduar being in $26^{\circ} 56'$, Tassafudon cannot be in less than $27^{\circ} 43'$. Paridrong ‡, is a considerable way beyond that, and may be supposed to be in 28 degrees at least: but the Lamas' map places it in 27° ; making an error of a whole degree of latitude. This place and the chain

* Vide Alphabetum Thibetanum.

† Thibet and Bootan are often confounded together. The latter is properly a feudatory, or dependency of the former, and borders on Bengal.

‡ Called Paridrong in the Lamas' map.

of

of mountains near it, have been regarded as the common boundary between Thibet and Bengal: but Mr. Bogle has cleared up this matter, by assuring us that Paridrong is the frontier town of Thibet towards Bootan, and not towards Bengal. And we have before ascertained that Bootan occupies an interval of at least a degree of latitude between Bengal and Thibet.

Thus, I flatter myself, this discussion respecting the situation of Paridrong, joined to the information of P. Giorgi, will convince the reader, that the latitude of Lassa, if not perfectly right in my map is, at least, nearer the truth than it has usually been represented. Its longitude is taken from the Lamas' map, in which it is reckoned $24^{\circ} 17'$ west from Pekin, or $91^{\circ} 40'$ east from London. Had the bearings and latitudes of Mr. Bogle's route been taken, we should not only have been able to determine the position of Lassa, with some degree of accuracy (as the direction of the road is so much to the north) but also most of the intermediate places. Mr. Bogle was sixteen days on the road from Paridrong to Chanmanning. The distance assigned between these places in the Lamas' map, is about 167 G. miles of horizontal distance; and this distance I have adopted in my map.

The southernmost ridge of the Bootan mountains, rises near a mile and half perpendicular, above the plains of Bengal, in a horizontal distance of only 15 miles; and from the summit, the astonished traveller looks back on the plains, as on an extensive ocean beneath him. There are not many passes thro' this ridge, and all are fortified. The fort of Dellamcotta, which commands the principal pass, was taken by storm in 1773^{*}; and the fame of this exploit made the Thibetians sue for peace; and was the immediate occasion of Mr. Bogle's embassy. The road between Bengal and Tassafudon, lies chiefly over the summits of stupendous mountains, or along the borders of craggy precipices; so that the

* By a detachment under the command of Capt. John Jonca.

direct distance is not easily ascertained, even by the most intelligent traveller.

Between Tassafudon and Paridrong, is a chain of mountains still higher than the other. They are visible from the plains of Bengal, at the distance of 150 miles, and are commonly covered with snow. These are a continuation of the mountains *Emodus* and *Paropamisus* of the ancients; and are sometimes by the moderns erroneously called *Caucasus*. By the Thibetians, they are called Rimola. I take them to be in point of elevation equal to any of the mountains of the old hemisphere. Indeed, the country of Thibet is, altogether, one of the highest in Asia; it being a part of that elevated tract which gives rise not only to the rivers of India and China, but to those also of Siberia and Tartary: for if we examine the map of Asia, we shall find that most of those capital rivers rise between the 31st and 47th degrees of latitude, and between the 70th and 97th degrees of longitude; from whence they run in every direction to the sea, as the Rhine, Rhone, Danube, and Loire, do from the Alps in Europe.

Father Giorgi, whom I have mentioned before, has given us in his *Alphabetum Thibetanum*, an Itinerary between Calcutta and Lassa. The distances he estimates in miles, which he probably meant for Italian, although they agree nearly with English ones. For he reckons 284 between Cossimbuzar and Patna, which is the exact number of measured statute miles between the two places. And between Singhya and Maissy, he reckons 40, for 37 measured ones. We may therefore conclude that he was equally fortunate in proportioning the rest of his distances; although the roughness of the road will not always admit of forming any just proportion between the distance by the road, and the horizontal distance. We are almost entirely in the dark as to the particular direction of his course.

Catmandu, the capital of Napaul, is placed according to the authority of some MS. maps made by some missionaries who travelled

velled from Bettyah to that place : and I found no material disagreement between their accounts and Giorgi's. I have therefore placed Catmandu 105 G. miles nearly north from Mailly, and in latitude $28^{\circ} 6'$.

From Catmandu to Lassa, Giorgi reckons 504 miles by the road ; but it must be observed that he omits to mention the distances of two stages between Khanfa and Mescinzungh : and as the preceding ones were of 14 and 16 miles, and the two succeeding ones 16 each, I may venture to add 32 miles for the two omissions ; and then the whole distance will be 536 British miles, or 462 G. ones.

The horizontal distance between Catmandu and Lassa (the latter being placed as described in page 93) is 364 G. miles : so that according to Giorgi's distance, one mile in five, will be taken up with the windings of the road : and this is not improbable, considering the mountainous nature of the country ; for in the flat countries of Hindoostan, the proportion is oftentimes 1 in 7.

The territories of Napaul extend to the mountains of Rimola, as they are called in the Lamas' map. Giorgi does not give the modern name of them ; but justly concludes that the ancient one was Emodus. These are a continuation of the chain between Tassafudon and Paridrong. Between Catmandu and these mountains, he passed by a famous place of worship, called by him *Nogliocot*, but by the Bengalese, *Nogarcot* ; and which gives name to a pass that leads to it through the Bootan mountains, on the north of Purneah *. He also crossed the upper part of the *Kosi*, or *Cosi* river, which takes its course through Purneah, to the Ganges.

Tankia, or Tinkia-ling, is a fortress and town situated at the hither foot of Mount Langur, a second ridge of stupendous mountains, situated about 50 miles beyond Mount Rimola ; and said to abound with suffocating exhalations, which increase as you ascend :

* There is also a famous place of worship of nearly the same name in the mountains of Lahore.

but are weakest when the mountains are covered with snow. Tankia is the first place in Giorgi's Itinerary, that can be recognised in the Lamas' map: for Nialma on the Nitchou river (probably the *Nobatha* of Giorgi) does not agree with any of Giorgi's names, although its situation does with Catmandu; which, however, the Thibetians call Jangbu.

About 25 miles beyond Mount Langur, is the beautiful valley of Tingri, said to be 50 miles in length, though but narrow. It is described by Giorgi as an earthly Paradise, in every respect save the sharpness of the air.

The next place of note is Zuenga, or Tzuenga, a castle or fortress on the river Bontsu (supposed by Giorgi to be the *Bantiso* of Ptolemy) and about 90 B. miles from Tankia. From hence two roads lead to Lassa: the northernmost by Sgigatche (or Jiecfce as it is called in the Lamas' map) and Rimbu; the other, and which was travelled by Giorgi, is by Kiangsee, or Tchiantse. He speaks of wild horses variously spotted, in great numbers on the banks of the Bontsu. These, I presume, are of the kind that are annually brought for sale into Hindoostan, where they are known by the name of *Tanyans*; and are of a hardy breed.

Kiangse is represented as a fine city and fortress; with a convent near it, which is so very extensive and magnificent, that it has the appearance of another city.

About 50 miles beyond Kiangse, and 3 days journey short of Lassa, is the famous Lake Palte, called by the natives Jamdro, or Jangso. It is of so great extent, that according to the report of the natives, it requires eighteen days to walk round it. In the Lamas' map, however, the circumference is only 150 British miles. In the middle of it, there are, according to Giorgi, a continued range of hillocks and islands; or, according to the Lamas' map, one vast island, incircled by a lake from 3 to 6 miles wide. On the western shore of this island, or congeries of islands, is a monastery, and

and the seat of the *Lamiffa* * *Turcepamo*, or *The Great Regenerate*: in whom the Thibetians think that a divine spirit is regenerated, as in the great Lama. The road from Kiangse to Lassa lies along the north side of this lake, a day and half's journey.

Between the lake and the river Sanpoo, which is about 12 miles, another very high ridge of mountains crosses the road. This is named Mount Kambala, and from the top of it may be seen towards the north, a range of still higher mountains covered with snow.

The river Sanpoo †, or, according to Giorgi, *Tzangciu*, or *Tzanga*, is 7 miles from the foot of Mount Kambala; and is crossed in the way to Lassa, about 12 miles farther on, either over a bridge, or in a boat. The bridge, as well as most others in this country, is composed of iron chains stretched from side to side, with planks or logs laid across them.

Giorgi says that the chains are composed of 500 links, each a foot long ‡. We may conclude that the bridge is laid over the narrowest part they could find, which, by this account, is 160 English yards in breadth; otherwise we might expect a larger body of water in a river that had ran at least 7 or 800 miles; and had received into its bed, so great a number of streams. I compute that at this crossing place, the Sanpoo (which is afterwards called the Burrampooter) has as far to run to meet the sea, as the Ganges has at its first entry on the plains of Hindoostan; that is, about 1350 B. miles.

The city of Lassa is, by the road, about 24 miles to the north-eastward of the crossing place of the Sanpoo; and is situated in a spacious plain. It is not considered as a large city; but the houses are of stone, and are spacious and lofty. The mountain of Putala, which contains on its summit the palace of the grand Lama, the High Priest and Sovereign of Thibet, is about 7 miles on the east of the city.

* Lama signifies a Priest, or Minister of Religion; and Lamiffa is the feminine of Lama.

† Sanpoo, in the language of Thibet, means *The River*.

‡ I take it for granted that he means Roman feet.

Much confusion arises from the application of so many different names to this capital of Thibet. Giorgi tells us, that the proper name of it, in the language of Thibet is Baronthala; but that the Tartars call it Lassa, or Lahassa. Other accounts call it Tonker; and apply the names Lassa and Baronthala to the district which contains Tonker and Putala. And again others give the name of Putala instead of Lassa, to the capital of Thibet. But we ought to apply the name Lassa, or Lahassa, to the capital; and to consider Putala as the castle and palace of the Lama, and his ordinary place of residence.

By Thibet, or more properly Great Thibet, we are to understand all that vast country extending from the sources of the Indus to the borders of China; and from Hindooistan, to the great desert of Cobi, northward; though we have but a faint idea of its extent towards that quarter. Its length from east to west cannot be less than 1600 British miles: its breadth is very unequal. We are informed generally that it is divided into three parts; that is, Upper, Middle, and Lower Thibet. The upper division seems to respect the countries towards the sources of the Ganges and Sanpoo rivers: the middle, that in which Lassa is situated, and of which it forms the centre: and the lower Thibet, that which borders on China. But the subject is obscure, and likely to remain so. I am not informed, whether or not the country called Little Thibet is subject to Lassa: This is situated between Upper Thibet and Cashmere.

Considering the exceeding rough and sterile state of the country of Thibet, and the severity of its climate, from its wonderful elevation, we are astonished to find its inhabitants in a high state of civilization; their houses lofty and built of stone: and the useful manufactures in some degree of improvement. All these advantages they probably owe to their vicinity to the Chinese; to whom, indeed the Lama is tributary*.

* For an account of Thibet, See Asley's Collection, Vol. IV.; Phil. Trans. Vol. LXVIII.; and the Alphabetum Thibetanum.

The countries of Sirinagur, Almora, Gor, Morung, and Napaul, are not at present considered as dependencies of Thibet, as Bootan is. The position of Latac, called also *Leb*, and Chaparang, or Dsaprong; as well as Giti, Mila, &c. are all from D'Anville.

In placing the heads of the Ganges and Sanpoo rivers, I have followed M. D'Anville's correction of the Lamas' map in Du Halde, as given in his first part of the map of Asia, published in 1751: and have continued the course of the Ganges to the place where it enters Hindoostan, from the same map. I have said before, that I consider this part of the Lamas' map as a very vague performance; but the want of better materials obliges me to make use of it. I suspect that the Ganges does not take quite so wide a circuit to the northwest, as is there described.

A circumstance attending the courses of these rivers, in respect to each other, is remarkably singular. Issuing from opposite sides of the same ridge of mountains, they direct their courses towards opposite quarters, till they are more than 1200 miles asunder; and afterwards meet in one point near the sea, after each has performed a winding course of more than 2000 miles. Our ignorance of this circumstance, till so very lately, is a strong presumptive proof that there yet remains a vast field for improvement in the geography of the eastern part of Asia.

F I N I S.

APPENDIX.

ADVERTISEMENT.

THE within Tract has already made its appearance in the Philosophical Transactions of 1781. It was suggested to the Author, that it would make a very proper Appendix to the MEMOIR OF THE MAP OF HINDOOSTAN; and he accordingly offers it to the Public under that denomination: happy should the Appendix meet a degree of indulgence, equal to what the Work itself has experienced.

AN
ACCOUNT
OF THE
GANGES
AND
BURRAMPOOTER RIVERS.

А. Г. О. У. И. Т.

О. А. П. О. С.

П. А.

О. А. П. О. С. И. Т.

A N A C C O U N T, &c.

THE * GANGES and † BURRAMPOOTER Rivers, together with their numerous branches and adjuncts, intersect the country of BENGAL (which, independent of BAHAR and ORISSA, is somewhat larger than GREAT BRITAIN) in such a variety of directions, as to form the most compleat and easy inland navigation that can be conceived. So equally and admirably diffused are those natural canals, over a country that approaches nearly to a perfect plane, that, after excepting the lands contiguous to Burdwan, Birboom, &c. which may be reckoned a sixth part of Bengal, we may safely pronounce, that every other part of the country, has, even in the dry season, some navigable stream within 25 miles at farthest, and more commonly within a third part of that distance.

It is supposed, that this inland navigation gives constant employment to 30,000 boatmen. Nor will it be wondered at, when it

* The proper name of this river in the language of Hindoostan (or Indostan) is *Padda* or *Padda*. It is also named *Burra Gonga*, or the Great River; and *Gonga*, the River, by way of eminence; and from this, doubtless, the European names of the river are derived.

† The orthography of this word, as given here, is according to the common pronunciation in Bengal; but it is said to be written in the Sanscrit language, *Brahma-putra*; which signifies the Son of *Brahma*.

is known, that all the salt, and a large proportion of the food consumed by ten millions of people are conveyed by water within the kingdom of Bengal and its dependencies. To these must be added, the transport of the commercial exports and imports, probably to the amount of two millions sterling *per annum*; the interchange of manufactures and products throughout the whole country; the fisheries; and the article of travelling *.

These rivers, which a late ingenious Gentleman aptly termed sisters and rivals (he might have said *twin* sisters, from the contiguity of their springs) exactly resemble each other in length of course; in bulk, until they approach the sea; in the smoothness and colour of their waters; in the appearance of their borders and islands; and, finally, in the height to which their floods rise with the periodical rains. Of the two, the Burrampooter is the largest; but the difference is not obvious to the eye. They are now well known to derive their sources from the vast mountains of THIBET †; from whence they proceed in opposite directions; the Ganges seeking the plains of HINDOOSTAN (or INDOSTAN) by the west; and the Burrampooter by the east; both pursuing the early part of their course through rugged vallies and defiles, and seldom visiting the habitations of men. The Ganges, after wandering about 750 miles through these mountainous regions, issues forth a deity to the superstitious, yet gladdened, inhabitant of Hindoostan ‡. From Hurdwar

* The embarkations made use of vary in bulk from 180 tons down to the size of a wherry. Those from 30 to 50 tons are reckoned the most eligible for transporting merchandize.

† These are amongst the highest of the mountains of the old hemisphere. I was not able to determine their height; but it may in some measure be guessed, by the circumstance of their rising considerably above the horizon, when viewed from the plains of Bengal, at the distance of 150 miles.

‡ The fabulous account of the origin of the Ganges (as communicated by my learned and ingenious friend C. W. BOURNEMAN ROUSE, Esq;) is, that it flows out of the foot of

BESCHAN

war (or Hurdoar) in latitude 30° , where it gushes through an opening in the mountains, it flows with a smooth navigable stream through delightful plains, during the remainder of its course to the sea (which is about 1350 miles) diffusing plenty immediately by means of its living productions; and secondarily by enriching the adjacent lands, and affording an easy means of transport for the productions of its borders. In a military view, it opens a communication between the different posts, and serves in the capacity of a *military way* through the country; renders unnecessary the forming of magazines; and infinitely surpasses the celebrated inland navigation of North America, where the *carrying places* not only obstruct the progress of an army, but enable the adversary to determine his place and mode of attack with certainty.

In its course through the plains, it receives eleven rivers, some of which are equal to the Rhine, and none smaller than the Thames, besides as many others of lesser note. It is owing to this vast influx of streams, that the Ganges exceeds the Nile so greatly in point of magnitude, whilst the latter exceeds it in length of course by one-third. Indeed, the Ganges is inferior in this last respect, to many of the northern rivers of Asia; though I am inclined to think that it discharges as much or more water than any of them,

BESCHAN (the same with Vistna, the PRESERVING DEITY) from whence, say the Bramins, it has its name *Padda*; that word signifying foot in the Sanscrit language: and that in its course to the plains of Hindoostan it passes through an immense rock shaped like a Cow's-head.

The allegory is highly expressive of the veneration which the Hindoos have for this famous stream; and no less so of their gratitude to the Author of Nature for bestowing it: for it describes the blessing as flowing purely from his bounty and goodness.

The rock before mentioned has, I believe, never been visited by any European; and is even allowed by most of the natives to bear no resemblance to the object from whence it is denominated. However, as the effects of superstition do often long survive the illusions that gave it birth, the rock or cavern still preserves the name of *Goromooky*, or Cow's-head.

because

because those rivers do not lie within the limits of the periodical rains *.

The bed of the Ganges is, as may be supposed, very unequal in point of width. From its first arrival in the plains at Hurdwar, to the conflux of the Jumnah (the first river of note that joins it) its bed is generally from a mile to a mile and a quarter wide; and, compared with the latter part of its course, tolerably straight. From hence, downward, its course becomes more winding, and its bed consequently wider †, till, having successively received the waters of the Gogra, Soane, and Gunduck, besides many smaller streams, its bed has attained its full width; although, during the remaining 600 miles of its course it receives many other principal

* The proportional lengths of course of some of the most noted rivers in the world are shewn nearly by the following numbers :

European Rivers.

| | | | | |
|---------|---|---|---|----|
| Thames, | - | - | - | 1 |
| Rhine, | - | - | - | 5½ |
| Danube, | - | - | - | 7 |
| Volga, | - | - | - | 9½ |

Asiatic rivers.

| | | | | |
|-------------------------|---|---|---|-----|
| Indus, | - | - | - | 5½ |
| Euphratus, | - | - | - | 8½ |
| Ganges, | - | - | - | 9½ |
| Burrampooter, | - | - | - | 9½ |
| Nou Kian, or Ava River, | - | - | - | 9½ |
| Jennisea, | - | - | - | 10 |
| Oby, | - | - | - | 10½ |
| Amoor, | - | - | - | 11 |
| Lena, | - | - | - | 11½ |
| Hoanho (of China), | - | - | - | 13½ |
| Kian Kiu (of ditto), | - | - | - | 15½ |

African river.

| | | | | |
|-------|---|---|---|-----|
| Nile, | - | - | - | 12½ |
|-------|---|---|---|-----|

American rivers.

| | | | | |
|-------------|---|---|---|-----|
| Mississipi, | - | - | - | 8 |
| Amazons, | - | - | - | 15½ |

† This will be explained when the windings of the river are treated of.

streams.

streams. Within this space it is, in the narrowest parts of its bed, half a mile wide, and in the widest, three miles; and that, in places where no islands intervene. The stream within this bed is always either increasing or decreasing, according to the season. When at its lowest (which happens in April) the principal channel varies from 400 yards to a mile and a quarter; but is commonly about three quarters of a mile, in width.

The Ganges is fordable in some places above the conflux of the Jumnah, but the navigation is never interrupted. Below that, the channel is of considerable depth, for the additional streams bring a greater accession of depth than width. At 500 miles from the sea, the channel is thirty feet deep when the river is at its lowest; and it continues at least this depth to the sea, where the sudden expansion of the stream deprives it of the force necessary to sweep away the bars of sand and mud thrown across it by the strong southerly winds; so that the principal branch of the Ganges cannot be entered by large vessels.

About 220 miles from the sea (but 300 reckoning the windings of the river) commences the head of the *Delta* of the Ganges, which is considerably more than twice the area of that of the Nile. The two westernmost branches, named the Cossimbuzar and Jellinghy Rivers, unite, and form what is afterwards named the Hoogly River, which is the port of Calcutta, and the only branch of the Ganges that is commonly navigated by ships*. The Cossimbuzar River is almost dry from October to May; and the

* The Hoogly River, or westernmost branch of the Ganges, has a much deeper outlet to the sea than the principal branch. Probably this may be owing to its precipitating a less quantity of mud than the other; the quantity of the Ganges water discharged here being less than in the other in the proportion of one to six. From the difficulties that occur in navigating the entrance of the Hoogly River, many are led to suppose, that the channels are shallow. The difficulties, however, arise from bringing the ships across some of the sandbanks, which project so far into the sea, that the channels between them cannot easily be traced from without.

Jellinghy River (although a stream runs in it the whole year) is in some years unnavigable during two or three of the dryest months; so that the only subordinate branch of the Ganges, that is at all times navigable, is the Chundnah River, which separates at Mod-dapour, and terminates in the Hooringotta.

That part of the Delta bordering on the sea, is composed of a labyrinth of rivers and creeks, all of which are salt, except those that immediately communicate with the principal arm of the Ganges. This tract, known by the name of the Woods, or *Sunderbunds*, is in extent equal to the principality of WALES; and is so completely enveloped in woods, and infested with Tygers, that if any attempts have ever been made to clear it (as is reported) they have hitherto miscarried. Its numerous canals are so disposed as to form a compleat inland navigation throughout and across the lower part of the Delta, without either the delay of going round the head of it, or the hazard of putting to sea. Here salt, in quantities equal to the whole consumption of Bengal and its dependencies, is made and transported with equal facility: and here also is found an inexhaustible store of timber for boat-building. The breadth of the lower part of this Delta is upwards of 180 miles; to which, if we add that of the two branches of the river that bound it, we shall have about 200 miles for the distance to which the Ganges expands its branches at its junction with the sea.

It has been observed before, that the course of this river, from Hurdwar to the sea, is through an uniform plain, or, at least, what appears such to the eye: for, the declivity is much too small to be perceptible. A section of the ground, parallel to one of its branches, in length 60 miles, was taken by order of Mr. HASTINGS; and it was found to have about nine inches descent in each mile, reckoning in a straight line, and allowance being made for the curvature of the earth. But the windings of the river were so great, as to reduce the declivity on which the water ran, to less than

than four inches *per* mile: and by a comparison of the velocity of the stream at the place of experiment with that in other places, I have no reason to suppose, that its general descent exceeds it *.

The medium rate of motion of the Ganges is less than three miles an hour in the dry months. In the wet season, and during the draining off of the waters from the inundated lands, the current runs from five to six miles an hour; but there are instances of its running seven, and even eight miles, in particular situations, and under certain circumstances. I have an experiment of my own on record, in which my boat was carried 56 miles in eight hours; and that against so strong a wind, that the boat had evidently no progressive motion through the water.

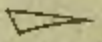

When we consider, that the velocity of the stream is three miles in one season, and five or more in the other, on the same descent of four inches *per* mile; and, that the motion of the inundation is only half a mile *per* hour, on a much greater descent; no farther proof is required how small the proportion of velocity is, that the descent communicates. It is then, to the *impetus* originating at the spring head, or at the place where adventitious waters are poured in, and successively communicated to every part of the stream, that we are principally to attribute the velocity, which is greater or lesser, according to the quantity of water poured in.

In common, there is found on one side of the river an almost perpendicular bank, more or less elevated above the stream, according to the season, and with deep water near it: and on the opposite side a bank, shelving away so gradually as to occasion shallow water at some distance from the margin. This is more particularly the case in the most winding parts of the river, because the very opera-

* M. DE CONDAMINE found the descent of the river Amazons, in a straight course of about 1860 miles, to be about 1020 English feet, or $6\frac{1}{2}$ inches in a mile. If we allow for the windings (which in the Ganges are about one mile and $\frac{1}{2}$ in 3, taking its whole course through the plains) it probably would not exceed 4 inches in a mile.

tion of winding produces the steep and shelving banks*: for the current is always strongest on the external side of the curve formed by the serpentine course of the river; and its continual action on the banks either undermines them†, or washes them down. In places where the current is remarkably rapid, or the soil uncommonly loose, such tracts of land are swept away in the course of one season, as would astonish those who have not been eye-witnesses to the magnitude and force of the mighty streams occasioned by the periodical rains of the tropical regions. This necessarily produces a gradual change in the course of the river; what is lost on one side being gained on the other, by the mere operation of the stream: for the fallen pieces of the bank dissolve quickly into muddy sand, which is hurried away by the current along the border of the channel, to the point from whence the river turns off to form the next reach; where the stream growing weak, it finds a resting place; and helps to form a shelving bank, which commences at the point, and extends downwards, along the side of the succeeding reach.

To account for the slackness of the current at the point, it is necessary to observe, that the strongest part of it, instead of turning short round the point, preserves for some time the direction given it by the last steep bank; and is accordingly thrown obliquely across the bed of the river to the bay on the opposite side, and pursues its course along it, till the intervention of another point again obliges it to change sides.

* Hence it is, that the section of a river, that winds through a loose soil, approaches nearly to an obtuse angled-triangle, one of whose sides is exceedingly short and disproportioned to the other two . But when a river perseveres in a straight course, the section becomes nearly the half of an ellipsis divided longitudinally . See Plate I.

† In the dry season some of these banks are more than 30 feet high, and often fall down in pieces of many tons weight, and occasion so sudden and violent an agitation of the water, as sometimes to sink large boats that happen to be near the shore.

In

In those few parts of the river that are straight, the banks undergo the least alteration*, as the current runs parallel to them; but the least inflection of course, has the effect of throwing the current against the bank; and if this happens in a part where the soil is composed of loose sand, it produces in time a serpentine winding.

It is evident, that the repeated additions made to the shelving bank before mentioned, become in time an encroachment on the channel of the river; and this is again counter-balanced by the depredations made on the opposite steep bank, the fragments of which, either bring about a repetition of the circumstances above recited, or form a bank or shallow in the midst of the channel. Thus a steep and a shelving bank are alternately formed in the crooked parts of the river (the steep one being the *indented* side, and the shelving one the *projecting*); and thus, a continual fluctuation of course is induced in all the winding parts of the river; each meander having a perpetual tendency to deviate more and more from the line of the general course of the river, by eating deeper into the bays, and at the same time adding to the points; till either the opposite bays meet, or the stream breaks through the narrow isthmus, and restores a temporary straightness to the channel.

Several of the windings of the Ganges and its branches are fast approaching to this state; and in others, it actually exists at present. The experience of these changes should operate against attempting canals of any length, in the higher parts of the country; and I much doubt, if any in the lower parts would long continue navigable. During eleven years of my residence in Bengal, the outlet or head of the Jellinghy River was gradually removed three quarters of a mile farther down: and by two surveys of a part of the adjacent bank of the Ganges, taken about the distance of nine years

* It is more than probable, that the straight parts owe their existence to the tenacity of the soil of which their banks are composed. Whatever the cause may be, the effect very clearly points out such situations as the properest for placing towns in.

from

from each other, it appeared that the breadth of an English mile and a half had been taken away. This is, however, the most rapid change that I have noticed; a mile in ten or twelve years being the usual rate of incroachment, in places where the current strikes with the greatest force; namely, where two adjoining reaches approach nearest to a right angle. In such situations it not unfrequently excavates gulfs* of considerable length within the bank. These gulfs are in the direction of the strongest parts of the stream; and are, in fact, the *young shoots* (if I may so express myself) which in time strike out and become branches of the river; for we generally find them at those turnings that have the smallest angles†.

Two causes, widely different from each other, occasion the meandering courses of rivers; the one, the irregularity of the ground through which they run, which obliges them to wander in quest of a declivity; the other, the looseness of the soil, which yields to the friction of the border of the stream. The meanders in the first case, are, of course, as digressive and irregular as the surface they are projected on: but, in the latter, they are so far reducible to rule, that rivers of unequal bulk will, under similar circumstances, take a circuit to wind in, whose extent is in proportion to their respective breadths: for I have observed, that when a branch of the Ganges is fallen so low as to occupy only a part of its bed, it no longer continues in the line of its old course; but works itself a new channel, which winds from side to side across the former one. I have observed too, that in two streams, of equal size, that which

* The Count DE BUFFON advises the digging of such gulfs in the banks of ordinary rivers, with a view to divert the current, when bridges or other buildings are endangered by it.

† The courses of these branches at the efflux, generally, if not always, become retrograde to the course of the river: for, a sand bank accumulating at the upper point of separation, gives an oblique direction upwards, to the stream, which would otherwise run out at right angles. This sand bank being always on the increase, occasions a corrosion of the opposite bank; and by this means all, or most of the outlets, have a progressive motion downwards; as I have before remarked of the Jellinghy River, in the foregoing page.

has

has the slowest current has also the smallest windings: for as these (in the present case) are solely owing to the depredations made on the banks by the force of the current; so the extent of these depredations, or, in other words, the dimensions of the windings, will be determined by the degree of force acting on the banks.

The windings of the Ganges in the plains, are, doubtless, owing to the looseness of the soil: and (I think) the proof of it is, that they are perpetually changing; which those, originally induced by an inequality of surface, can seldom, or never do*.

I can easily suppose, that if the Ganges was turned into a straight canal, cut through the ground it now traverses in the most winding parts of its course, its straightness would be of short duration. Some yielding part of the bank, or that which happened to be the most strongly acted on, would first be corroded or dissolved: thus a bay or cavity would be formed in the side of the bank. This begets an inflection of the current, which, falling obliquely on the side of the bay, corrodes it incessantly. When the current has passed the innermost part of the bay, it receives a new direction, and is thrown obliquely towards the opposite side of the canal, depositing in its way the matter excavated from the bay, and which begins to form a shallow or bank contiguous to the border of the canal. Here then is the origin of such windings as owe their existence to the nature of the soil. The bay, so corroded, in time becomes large enough to give a new direction to the body of the canal: and the matter excavated from the bay, is so disposed as to assist in throwing the current against the opposite bank; where a process, similar to that I have been describing, will be begun.

* It has been remarked, that the courses of rivers become more winding as they approach the sea. This, I believe, will only hold good in such as take the latter part of their course through a sandy soil. In the Ganges, and other rivers subject to considerable variations in the bulk of their streams, the best marks of the vicinity of the sea, are, the lowness of the river banks, and the increasing muddiness of the shallows in its bed.

The action of the current on the bank will also have the effect of deepening the border of the channel near it; and this again increases the velocity of the current in that part. Thus would the canal gradually take a new form, till it became what the river now is. Even when the windings have lessened the descent one half, we still find the current too powerful for the banks to withstand it.

There are not wanting instances of a total change of course in some of the Bengal rivers *. The Cofa River (equal to the Rhine) once ran by Purneah, and joined the Ganges opposite Rajemal. Its junction is now 45 miles higher up. Gour, the ancient capital of Bengal, stood on the old bank of the Ganges: although its ruins are 4 or 5 miles from the present bank.

Appearances favour very strongly the opinion, that the Ganges had its former bed in the tract now occupied by the lakes and morasses between Nattore and Jaffiergunge, striking out of its present course at Bauleah, and passing by Pootyah. With an equal degree of probability (favoured by tradition) we may trace its supposed course by Dacca, to a junction with the Burrampooter or Megna near Fringybazar; where the accumulation of two such mighty streams, probably scooped out the present amazing bed of the MEGNA †. See plate II.

In tracing the sea coast of the Delta, we find no less than eight openings; each of which, without hesitation, one pronounces to have been in its time the principal mouth of the Ganges. Nor is the occasional deviation of the principal branch, probably, the only cause of fluctuation in the dimensions of the Delta. One observes, that the Deltas of most capital rivers (the tropical ones particularly) encroach upon the sea. Now, is not this owing to the mud and

* The Mootyjyl lake is one of the windings of a former channel of the Cossimbuzar River.

† *Megna* and *Burrampooter* are names belonging to the same river in different parts of its course. The *Megna* falls into the *Burrampooter*; and, though a much smaller river, communicates its name to the other during the rest of its course.

sand brought down by the rivers, and gradually deposited, from the remotest ages down to the present time? The rivers, we know, are loaded with mud and sand at their entrance into the sea; and we also know, that the sea recovers its transparency at the distance of twenty leagues from the coast; which can only arise from the waters having precipitated their earthy particles within that space. The sand and mud banks at this time, extend twenty miles off some of the islands in the mouths of the Ganges and Burrampooter; and rise in many places within a few feet of the surface. Some future generation will probably see these banks rise above water, and succeeding ones possess and cultivate them! Next to earthquakes, perhaps the floods of the tropical rivers produce the quickest alterations in the face of our globe. Extensive islands are formed in the channel of the Ganges, during an interval far short of that of a man's life; so that the whole process is completed in a period that falls within the compass of his observation *. Some of these islands, four or five miles in extent, are formed at the angular turnings of the river, and were originally large sand banks thrown up round the points (in the manner before described) but afterwards insulated by breaches of the river. Others are formed in the straight parts of the river, and in the middle of the stream; and owe their origin to some obstruction lurking at the bottom. Whether this be the fragments of the river bank; a large tree swept down from it; or a sunken boat; it is sufficient for a foundation: and a heap of sand is quickly collected below it. This accumulates amazingly fast: in the course of a few years it peeps above water, and having now usurped a considerable portion of the channel, the river borrows on each side to supply the deficiency in its bed; and in such parts of the river we always find steep banks on both sides †. Each periodi-

* Accordingly, the laws respecting alluvion are ascertained with great precision.

† This evidently points out the means for preventing encroachments on a river bank in the straight parts of its course, viz. to remove the shallows that accumulate in the middle of its channel.

cal flood brings an addition of matter to this growing island; increasing it in height as well as extension, until its top is perfectly on a level with the banks that include it: and at that period of its growth it has mould enough on it for the purposes of cultivation, which is owing to the mud left on it when the waters subside, and is indeed a part of the œconomy which nature observes in fertilizing the lands in general.

Whilst the river is forming new islands in one part, it is sweeping away old ones in other parts. In the progress of this destructive operation, we have opportunities of observing, by means of the sections of the falling bank, the regular distribution of the several *strata* of sand and earths, lying above one another in the order in which they decrease in gravity. As they can only owe this disposition to the agency of the stream that deposited them, it would appear, that these substances are suspended at different heights in the stream, according to their respective gravities. We never find a stratum of earth under one of sand; for the muddy particles float nearest the surface *. I have counted seven distinct strata in a section of one of these islands. Indeed, not only the islands, but most of the river banks wear the same appearance: for as the river is always changing its present bed, and verging towards the site of some former one now obliterated, this must necessarily be the case.

As a strong presumptive proof of the wandering of the Ganges from the one side of the Delta to the other, I must observe, that there is no appearance of *virgin* earth between the Tiperah Hills on the east, and the province of Burdwan on the west; nor on the north till we arrive at Dacca and Bauleah. In all the sections of the numerous creeks and rivers in the Delta, nothing appears but sand and black mould in regular strata, till we arrive at the clay that

* A glass of water taken out of the Ganges, when at its height, yields about one part in four of mud. No wonder then that the subsiding waters should quickly form a stratum of earth; or that the Delta should encroach upon the sea!

forms

forms the lower part of their beds. There is not any substance so coarse as gravel either in the Delta or nearer the sea than 400 miles *, where a rocky point, a part of the base of the neighbouring hills, projects into the river: but out of the vicinity of the great rivers the soil is either red, yellow, or of a deep brown.

I come now to the particulars of the annual swelling and overflowing of the Ganges †.

It appears to owe its increase as much to the rain water that falls in the mountains contiguous to its source, and to the sources of the great northern rivers that fall into it, as to that which falls in the plains of Hindoostan; for it rises fifteen feet and a half out of thirty-two (the sum total of its rising) by the latter end of June: and it is well known, that the rainy season does not begin in most of the flat countries till about that time. In the mountains it begins early in ‡ April; and by the latter end of that month, when the rain-water has reached Bengal, the rivers begin to rise, though by very slow degrees; for the increase is only about an inch *per* day for the first fortnight. It then gradually augments to two and three inches before any quantity of rain falls in the flat countries; and when the rain becomes general, the increase on a medium is five inches *per* day. By the latter end of July all the lower parts of Bengal, contiguous to the Ganges and Burrampooter, are overflowed,

* At Oudanulla.

† An opinion has long prevailed, that the swelling of the Ganges, previous to the commencement of the rainy season in the flat countries, is in a great measure owing to the melting of the snow in the mountains. I will not go so far as totally to disallow the fact; but can by no means suppose, that the quantity of snow water bears any proportion to the increase of the river.

‡ The vast collection of vapours, wafted from the sea by the southerly or south-west monsoon, are suddenly stopped by the lofty ridge of mountains that runs from east to west through Thibet. It is obvious, that the accumulation and condensation of these vapours, must first happen in the neighbourhood of the obstacle; and successively in places more remote, as fresh supplies arrive to fill the atmosphere. Hence the priority of commencement of the rainy season in places that lie nearest the mountains.

All

ed, and form an inundation of more than a hundred miles in width; nothing appearing but villages and trees, excepting very rarely the top of an elevated spot (the artificial mound of some deserted village) appearing like an island.

The inundations in Bengal differ from those in Egypt in this particular, that the Nile owes its floods *entirely* to the rain-water that falls in the mountains near its source; but the inundations in Bengal are as much occasioned by the rain that falls there, as by the waters of the Ganges; and as a proof of it, the lands in general are overflowed to a considerable height long before the bed of the river is filled. It must be remarked, that the ground adjacent to the river bank, to the extent of some miles, is considerably higher than the rest of the country*, and serves to separate the waters of the inundation from those of the river until it overflows. This high ground is in some seasons covered a foot or more; but the height of the inundation within, varies, of course, according to the irregularities of the ground, and is in some places twelve feet.

Even when the inundation becomes general, the river still shews itself, as well by the grafs and reeds on its banks, as by its rapid and muddy stream; for the water of the inundation acquires a blackish hue, by having been so long stagnant amongst grafs and other vegetables: nor does it ever lose this tinge, which is a proof of the predominancy of the rain water over that of the river; as the flow rate

All the rivers that are situated within the limits of the monsoons, or shifting trade winds, are subject to overflowings at annually stated periods, like the Ganges: and these periods return during the season of the wind that brings vapours from the sea (which in Bengal, &c. is the southerly one) and this being periodical, the falls of rain must necessarily be so too.

The northerly wind, which blows only over the land, is dry; for no rain (except casual showers) falls during the continuance of that monsoon.

* This property of the bank is well accounted for by Count Buffon, who imputes it to the precipitation of mud made by the waters of the river, when it overflows. The inundation, says he, purifies itself as it flows over the plain; so that the precipitation must be greatest on the parts nearest to the margin of the river.

of

of motion of the inundation (which does not exceed half a mile *per* hour) is of the remarkable flatness of the country.

There are particular tracts of land, which, from the nature of their culture, and species of productions, require less moisture than others; and yet, by the lowness of their situation would remain too long inundated, were they not guarded by dikes or dams, from so copious an inundation as would otherwise happen, from the great elevation of the surface of the river above them. These dikes are kept up at an enormous expence; and yet do not always succeed, for want of tenacity in the soil of which they are composed. It is calculated that the length of these Dikes collectively, amount to more than a 1000 English miles. Some of them, at the Base, are equal to the thickness of an ordinary Rampart. One particular branch of the Ganges, (navigable only during the rainy season, but then equal to the Thames at Chelsea) is conducted between two of these Dikes, for about 70 miles: and when full, the passengers in the boats, look down on the adjacent country, as from an eminence.

During the swollen state of the river, the tide totally loses its effect of counteracting the stream; and in a great measure that of ebbing and flowing, except very near the sea. It is not uncommon for a strong wind, that blows up the river for any continuance, to swell the waters two feet above the ordinary level at that season: and such accidents have occasioned the loss of whole crops of rice*. A very tragical event happened at Luckipour † in 1763, by a strong gale of wind conspiring with a high spring tide, at a season when the periodical flood was within a foot and half of its highest pitch.

* The rice I speak of is of a particular kind; for the growth of its stalk keeps pace with the increase of the flood at ordinary times, but is destroyed by a too sudden rise of the water. The harvest is often reaped in boats. There is also a kind of grass which overtops the flood in the same manner, and at a small distance has the appearance of a field of the richest verdure.

† About fifty miles from the sea.

It is said that the waters rose six feet above the ordinary level. Certain it is, that the inhabitants of a considerable district, with their houses and cattle, were totally swept away; and, to aggravate their distress, it happened in a part of the country which scarce produces a single tree for a drowning man to escape to.

Embarkations of every kind traverse the inundation: those bound upwards, availing themselves of a direct course and still water, at a season when every stream rushes like a torrent. The wind too, which at this season blows regularly from the south-east *, favours their progress; insomuch, that a voyage, which takes up nine or ten days by the course of the river when confined within its banks, is now effected in six. Husbandry and grazing are both suspended; and the peasant traverses in his boat, those fields which in another season he was wont to plow; happy that the elevated site of the river banks place the herbage they contain, within his reach, otherwise his cattle must perish.

The following is a table of the gradual increase of the Ganges and its branches, according to observations made at Jellinghy and Dacca.

| At Jellinghy. | | | | At Dacca. | | | |
|-----------------------------|---|---|---|-----------|-----|-------|-----|
| | | | | Ft. | In. | Ft. | In. |
| In May it rose | - | - | - | 6 | 0 | 2 | 4 |
| June | - | - | - | 9 | 6 | 4 | 6 |
| July | - | - | - | 12 | 6 | 5 | 6 |
| In the first half of August | - | - | - | 4 | 0 | 1 | 11 |
| | | | | <hr/> | | <hr/> | |
| | | | | 32 | 0 | 14 | 3 |
| | | | | <hr/> | | <hr/> | |

* Although in the gulf or bay of Bengal the monsoon blows from the S. S. W. and S. W. yet in the eastern and northern parts of Bengal it blows from the S. E. or E. S. E.

These

These observations were made in a season, when the waters rose rather higher than usual; so that we may take 31 feet for the medium of the increase.

It must be observed, that the Ganges rises in a more considerable degree than the northern rivers that communicate with it, in the lower parts of its course (the Burrampooter excepted) and this is evident by the different circumstances that take place on the mixing of the waters of the Ganges and Teesta rivers, in the different seasons. The Teesta is a large river which runs almost parallel to the Ganges, for near 150 miles. During the dry season, the waters of the Teesta run into those of the Ganges by two distinct channels, situated about 20 miles from each other; and a third channel at the same time discharges itself into the Megna. But during the season of the floods, the Ganges runs into the Teesta, whose outlet is then confined to the channel that communicates with the Megna. This alone, is sufficient to shew how trifling the descent of these rivers must be, whose courses are thus regulated (not by the declivity of their beds, but) by their heights in respect to each other; which, like the flux and reflux of the tide, have the effect of giving contrary directions to the stream, at different seasons.

The inundation is nearly at a stand for some days preceding the middle of August, when it begins to run off; for although great quantities of rain fall in the flat countries, during August and September, yet, by a partial cessation of the rains in the mountains, there happens a deficiency in the supplies necessary to keep up the inundation*. The quantity of the daily decrease of the river is nearly in the following proportion: during the latter half of August, and all September, from three to four inches; from Septem-

* I have stated the middle of August for the period when the waters begin to run off; and in general it happens with more regularity than the vicissitudes of the seasons do. But there are exceptions to it; for in the year 1774 the rivers kept up for near a month after the usual time.

ber to the end of November, it gradually lessens from three inches to an inch and a half; and from November to the latter end of April, it is only half an inch *per* day at a medium. These proportions must be understood to relate to such parts of the river as are removed from the influence of the tides; of which more will be said presently. The decrease of the inundation does not always keep pace with that of the river, by reason of the height of the banks; but after the beginning of October, when the rain has nearly ceased, the remainder of the inundation goes off quickly by evaporation, leaving the lands highly manured, and in a state fit to receive the seed, after the simple operation of plowing.

There is a circumstance attending the increase of the Ganges, and which, I believe, is little known or attended to; because few people have made experiments on the heights to which the periodical flood rises in different places. The circumstance I allude to, is, the difference of the quantity of the increase (as expressed in the foregoing table) in places more or less remote from the sea. It is a fact, confirmed by repeated experiments, that from about the place where the tide commences, to the sea, the height of the periodical increase diminishes gradually, until it totally disappears at the point of confluence. Indeed, this is perfectly conformable to the known laws of fluids; the Ocean preserves the same level at all seasons (under similar circumstances of tide) and necessarily influences the level of all the waters that communicate with it, unless precipitated in the form of a cataract. Could we suppose, for a moment, that the increased column of water, of 31 feet perpendicular, was continued all the way to the sea, by some preternatural agency: whenever that agency was removed, the head of the column would diffuse itself over the Ocean, and the remaining parts would follow, from as far back as the influence of the Ocean extended; forming a slope, whose perpendicular height would be 31 feet. This is the precise state in which we find it. At the point of junction with the
sea,

sea, the height is the same in both seasons at equal times of the tide. At Luckipour there is a difference of about six feet between the heights in the different seasons; at Dacca, and places adjacent, 14; and near Cussee, 31 feet. Here then is a regular slope; for the distances between the places bear a proportion to the respective heights. This slope must add to the rapidity of the stream; for, supposing the descent to have been originally four inches *per* mile, this will increase it to about five and an half. Cussee is about 240 miles from the sea, by the course of the river; and the surface of the river there, during the dry season, is about 80 feet above the level of the sea at high water*. Thus far does the Ocean manifest its dominion in both seasons: in the one by the ebbing and flowing of its tides; and in the other by depressing the periodical flood, till the surface of it coincides as nearly with its own, as the descent of the channel of the river will admit†.

Similar circumstances take place in the Jellinghy, Hoogly, and Burrampooter Rivers; and, I suppose, in all others that are subject either to periodical or occasional swellings.

Not only does the flood diminish near the sea, but the river banks diminish in the same proportion; so that in the dry season the height of the periodical flood may be known by that of the bank.

* The tides in the River Amazons are perceptible at 600 miles above its mouth; but at an elevation of only 90 feet, according to M. DE CONDAMINE. It remains to be told what the state of the river was at the time of making the experiment; because the land-floods have the effect of shortening the limits of the tide's way.

† The Count DE BUFFON has slightly mentioned this circumstance attending the swelling of rivers; but imputes it to the increased velocity of the current, as the river approaches the sea: which, says he, carries off the inundation so quick, as to abate its height. Now (with the utmost deference to so great an authority) I could never perceive, that the current, either in the Ganges, or any other river, was stronger near the sea than at a distance from it. Even if we admit an acceleration of the current during the ebb-tide, the flux retards it in so considerable a degree, as at least to counter-balance the effects produced by the temporary increase of velocity.

I am aware of an objection that may be made to the above solution; which is, that the lowness of the banks in places near the sea, is the true reason why the floods do not attain so considerable a height, as in places farther removed from it, and where the banks are high; for that the river, wanting a bank to confine it, diffuses itself over the surface of the country. In answer to this, I shall observe, that it is proved by experiment, that at any given time, the quantity of the increase in different places, bears a just proportion to the sum total of the increase in each place respectively: or, in other words, that when the river has risen three feet at Dacca, where the whole rising is about 14 feet; it will have rose upwards of six feet and a half at Cussee, where it rises 31 feet in all.

The quantity of water discharged by the Ganges, in one second of time, during the dry season, is 80,000 cubic feet; but the river, when full, having thrice the volume of water in it that it had at the time when the experiment was made; and its motion being also accelerated in the proportion of 5 to 3; the quantity discharged in a second at that season is 405,000 cubic feet. If we take the medium the whole year through, it will be nearly 180,000 cubic feet in a second.

THE BURRAMPOOTER, which has its source from the opposite side of the same mountains that give rise to the Ganges, first takes its course eastward (or directly opposite to that of the Ganges) through the country of Thibet, where it is named *Sanpoo* or *Zanciu*, which bears the same interpretation as the *Gonga* of Hindoostan: namely, THE RIVER. The course of it through Thibet, as given by Father DU HALDE, and formed into a map by Mr. D'ANVILLE, though sufficiently exact for the purposes of general geography, is not particular enough to ascertain the precise length of its course.

After

After winding with a rapid current through Thibet, it washes the border of the territory of Lassa (in which is the residence of the grand Lama) and then deviating from an east to a south-east course, it approaches within 220 miles of Yunan, the westernmost province of China. Here it appears, as if undetermined whether to attempt a passage to the sea by the Gulf of Siam, or by that of Bengal; but seemingly determining on the latter, it turns suddenly to the west through Assam, and enters Bengal on the north-east. I have not been able to learn the exact place where it changes its name; but as the people of Assam call it Burrampoot, it would appear, that it takes this name on its entering Assam. After its entry into Bengal, it makes a circuit round the western point of the Garrow Mountains; and then, altering its course to south, it meets the Ganges about 40 miles from the sea.

Father DU HALDE expresses his doubts concerning the course that the Sanpoo takes after leaving Thibet, and only supposes generally that it falls into the gulf of Bengal. M. D'ANVILLE, his geographer, not without reason supposed the Sanpoo and Ava River to be the same; being justified by the information which his materials afforded him: for the Burrampooter was represented to him, as one of the inferior streams that contributed its waters to the Ganges, and not as its equal or superior; and this was sufficient to direct his researches, after the mouth of the Sanpoo River, to some other quarter. The Ava River, as well from its bulk, as the bent of its course for some hundred miles above its mouth, appeared to him to be a continuation of the river in question: and it was accordingly described as such in his maps, the authority of which was justly esteemed as decisive; and, till the year 1765, the Burrampooter, as a capital river, was unknown in Europe.

On tracing this river in 1765, I was no less surprized, at finding it rather larger than the Ganges, than at its course previous to its entering Bengal. This I found to be from the east; although all
the

the former accounts represented it as from the north : and this unexpected discovery soon led to enquiries, which furnished me with an account of its general course to within 100 miles of the place where DU HALDE left the Sanpoo. I could no longer doubt, that the Burrampooter and Sanpoo were one and the same river : and to this was added the positive assurances of the Affamers, " That *their* " river came from the north-west, through the Bootan mountains." And to place it beyond a doubt, that the Sanpoo River is not the same with the river of Ava, but that this last is the great *Nou Kian* of Yunan ; I have in my possession a manuscript draught of the Ava River, to within 150 miles of the place where DU HALDE leaves the *Nou Kian*, in its course towards Ava ; together with very authentic information that this river (named *Irabattey* by the people of Ava) is navigable from the city of Ava into the province of Yunan in China*.

The Burrampooter, during a course of 400 miles through Bengal, bears so intimate a resemblance to the Ganges, except in one particular, that one description may serve for both. The exception I mean is, that, during the last 60 miles before its junction with the Ganges, it forms a stream which is regularly from four to five miles wide, and but for its freshness might pass for an arm of the sea. Common description fails in an attempt to convey an adequate idea of the grandeur of this magnificent object ; for,

—— Scarce the muse

Dares stretch her wing o'er this enormous mass
Of rushing water ; to whose dread expanse,
Continuous depth, and wond'rous length of course,
Our floods are rills ———

* My information comes from a person who had resided at Ava. See also the *Modern Universal History*, vol. 6, page 204. The courses of the Burrampooter and Ganges, as well as that of the Ava River from Yunan to the sea, are described in the Map of HINDOOSTAN, lately published.

Thus

Thus pouring on, it proudly seeks the deep,
 Whose vanquish'd tide, recoiling from the shock,
 Yields to this liquid weight ———

THOMSON'S Seasons.

I have already endeavoured to account for the singular breadth of the Megna, by supposing that the Ganges once joined it where the Issamutty now does; and that their joint waters scooped out its present bed. The present junction of these two mighty rivers below Luckipour, produces a body of running fresh water, hardly to be equalled in the old hemisphere; and, perhaps, not exceeded in the new. It now forms a gulf interspersed with islands, some of which rival, in size and fertility, our isle of Wight. The water at ordinary times is hardly brackish at the extremities of these islands; and, in the rainy season, the sea (or at least the surface of it) is perfectly fresh to the distance of many leagues out.

The *Bore* (which is known to be a sudden and abrupt influx of the tide into a river or narrow strait) prevails in the principal branches of the Ganges, and in the Megna; but the Hoogly River, and the passages between the islands and sands situated in the gulf, formed by the confluence of the Ganges and Megna, are more subject to it than the other rivers. This may be owing partly, to their having greater *embouchures* in proportion to their channels, than the others have, by which means a larger proportion of tide is forced through a passage comparatively smaller; and partly, to there being no capital openings near them, to draw off any considerable portion of the accumulating tide. In the Hoogly or Calcutta River, the *Bore* commences at Hoogly Point (the place where the river first contracts itself) and is perceptible above Hoogly Town; and so quick is its motion, that it hardly employs four hours in travelling from one to the other, although the distance is near 70 miles. At Calcutta, it sometimes occasions an instantaneous rise of five feet:
 and

and both here, and in every other part of its track, the boats, on its approach, immediately quit the shore, and make for safety to the middle of the river.

In the channels, between the islands in the mouth of the Megna, &c. the height of the *Bore* is said to exceed twelve feet; and is so terrific in its appearance, and dangerous in its consequences, that no boat will venture to pass at spring tide. After the tide is fairly past the islands, no vestige of a *Bore* is seen, which may be owing to the great width of the Megna, in comparison with the passages between the islands; but the effects of it are visible enough, by the sudden rising of the tides.

THE Rivers are in a tranquil state, from the time of the change of the Monsoon in October, to the middle of March; when the *Northwesters* begin in the eastern parts of BENGAL (though later as we advance westwards) and may be expected once in three or four days until the commencement of the rainy season. These *Northwesters*, which have their denomination from the quarter they usually originate in, are the most formidable enemies that are met with in this inland navigation; they being sudden and violent squalls of wind and rain; and though of no long duration, are often attended with fatal effects, if not carefully guarded against: whole fleets of trading-boats having been sunk by them, almost instantaneously. They are more frequent in the eastern, than in the western part of BENGAL; and happen oftner towards the close of the day, than at any other time. As they are indicated some hours before they arrive, by the rising and very singular appearance of the clouds, the traveller has commonly time enough to seek a place of shelter. It is in the great rivers alone, that they are so truly formidable: and that

that about the latter end of May, and beginning of June, when the rivers are much increased in width.

After the commencement of the rainy season (which period varies in different parts, from the middle, to the end of June) tempestuous weather must be occasionally expected. Places of shelter are more common at this season, than at any other, by the filling of the creeks and inlets, as the river increases: and, on the other hand, the bad weather, when it happens, is of longer continuance than during the season of the Northwesters. The rivers being now spread to the breadth of several miles, a strong wind has the power of raising large waves on them, and particularly when blowing in a contrary direction to the rapid parts of the stream; which at such times should be avoided, as much from motives of convenience as of safety.

During the long interval between the end of the rainy season, and the beginning of the Northwesters, one proceeds in security with respect to weather, and has only to observe a common degree of attention to the piloting the boat clear of shallows, and stumps of trees. These will generally be avoided by keeping nearest to the side that has the steep bank; but not so near, as to be within the verge of its inferior slope. This steep bank (See page 111) has the deepest water, and the strongest current near it; and is therefore, on both accounts, the proper side to keep on, when going down with the stream; as its rate of motion must principally determine that of the boat; for the motion acquired by the oars of a large *Budgerow* * hardly exceeds 8 miles a day, at ordinary times.

From the beginning of November to the middle or latter end of May, the usual rate of going *with* the stream, is forty miles in a day of 12 hours; and during the rest of the year, from 50 to 70 miles.

* A travelling boat, constructed somewhat like a Pleasure-barge. Some have cabins 14 feet wide, and proportionably long; and draw from $2\frac{1}{2}$ to 3 feet water.

The current is strongest whilst the waters of the inundation are draining off; which happens in part of August, and September.

In many of the shallow rivers, the current is exceedingly flow during the dry months; insomuch, that the track-rope is frequently used in going downwards.

In towing *against* the stream, the steep side is also generally preferred, on account of the depth of water; although the current runs so much stronger there, than on the opposite side. On these occasions, one ought to be provided with a very long track-rope, as well to avoid the falling pieces of the steep bank on the one side, as the shallow water on the other, when it becomes necessary to change sides, through the badness of the tracking ground. The anchor should always be kept ready for dropping, in case the track-rope breaks.

Seventeen, to twenty miles a day, according to the ground, and the number of impediments, is the greatest distance that a large Budgerow can be towed against the stream, during the fair season: and to accomplish this, the boat must be drawn at the rate of four miles and a half *per* hour, through the water, for 12 hours. When the waters are high, a greater progress will be made, notwithstanding the increased velocity of the current; because the filling of the river-bed gives many opportunities of cutting off angles and turnings; and sometimes even large windings, by going through creeks. And as the wind at this season, blows upwards in most of the rivers, opportunities of using the sail frequently occur.

In the very singular navigation a-cross the *Jeels*, or inundation, between Dacca and Nattore, &c. in which 100 miles or more, are sailed on nearly a straight course, leaving the villages and groves to the right and left; little difficulty occurs, unless the wind should fail: for whilst it continues to blow, it is always fair, during the season of the inundation. The current presents only a trifling obstacle;

ftacle; fince its motion (which is nearly parallel to the courfe of the Ganges) is feldom half a mile per hour.

The feafon of the *Northwefters*, is, above all others, that which requires the moft attention and care. Should one of thofe fqualls approach, and no creek or inlet offer for fhelter, when in the wide rivers; the fteep bank, if not in a *crumbling* ftate, fhould always be preferred to the flat one, whether it lie to windward or leeward. If the bank be in a crumbling ftate, a retreat to a firm part of it, (which is moft likely to be found in the ftraighteft parts of the river,) fhould be attempted. But if this cannot be done, the flat fide muft be taken up with; and if it be a *lee-shore*, the anchor fhould be thrown out to prevent driving on it. In thefe cafes the maff is always fupposed to be ftruck: and provided this be done, and the cargo judiciously difpofed, it is probable that a well-constructed Budgerow will be in no danger of overfetting by the mere force of the wind alone: although by an unfortunate, or an ill-chofen fituation, it may be fo much expofed to the waves, as to be filled and funk by them. At this feafon, every traveller fhould be particularly attentive to the nature of the River-bank, as well as to the appearance of the horizon, during the laft hours of the afternoon; and if he finds a place of fhelter, he fhould ftop for the night: and not hesitate about lofing time, which may be retrieved the next morning, by fetting out fo much earlier. The boatmen work with much more alacrity on this plan; becaufe they have day-light before them to fecure their boat, provide fuel, and drefs and eat their provifions.

As the water is always either rifing or falling within the beds of the rivers, it is impoffible for a Map to affign precifely where a place of fhelter fhall be found, at any given time. Thus much, however, may be concluded, that in a place where the junction of two confiderable channels is effected when the rivers are up, there will be an inlet, or deep bay, throughout the dry feafon, although one of the channels fhould be dried up. The waters (as we have
faid

said before) are rising from the latter end of April, to the middle of August; and falling during the rest of the year.

The navigation through THE WOODS, or SUNDERBUNDS, is effected chiefly by means of the tide. In the large rivers, or those that communicate immediately with the sea, the circumstances of the tide are more analagous to the ordinary course of it, than in the small lateral channels which serve to connect the great rivers together; the motion of the tide in those small channels, being regulated by the positions of their openings into the rivers. For if two rivers of equal bed and parallel course, are united by a lateral or cross canal, the flood tide will enter that opening of the canal which lies nearest to the sea, and run through it into the other river; and the ebb tide *vice versa*. But as the arrival of the tide depends on the capacity and formation of the rivers, as well as on the absolute distance it has to run, it will not be an easy matter to determine its direction at any given time, even with the help of a Map.

There are two distinct passages through the Sunderbunds, the one named the southern or SUNDERBUND PASSAGE, the other the BALIAGOT PASSAGE. The first is the farthest about, and leads through the deepest and widest rivers; and is of course, the most exposed during tempestuous weather. It opens into the Calcutta River, thro' Channel-creek *, about 65 miles below the town. The Baliagot Passage opens into a Lake on the east side of Calcutta; from whence, within a very few years, a small canal has been cut to join the lake with the river.

These passages present to the imagination both a grand and a curious spectacle: a navigation of more than 200 miles through a forest, divided into numberless islands by a continued labyrinth of Channels, so various in point of width that a vessel has at one time her masts almost entangled in the trees; and at another, sails uninter-

* A part of this Creek forms the place known of late by the name of NEW-HARBOUR.

ruptedly on a capacious river, beautifully skirted with woods, and affording a vista of many miles each way. The water is every where salt; and the whole extent of the forest abandoned to wild beasts: so that the shore is seldom visited but in cases of necessity; except by the wood-cutters and salt-makers, whose "dreadful trade" is exercised at the constant peril of their lives: for the Tygers not only appear on the margin in quest of prey, but often, in the night time, swim to the boats that lie at anchor in the middle of the river.

These passages are used during the whole year, by those who go to and from the lower parts of the Ganges and Calcutta, &c: and during the season when the western branch of the Ganges is almost dried up, the whole trade of Bengal (the western Provinces excepted) passes either by Channel-creek, or Baliagot, but chiefly by the former; some articles of the Company's cargoes being brought more than 900 miles by water, at this season.

EXPLANATION of PLATE, N^o. I.

- A. A. A. Steep Banks, corroded by the current; the fragments of which are deposited, and form the Banks B, B, B.
- C. A sand Bank, accumulating to an Island. This once joined to D; till insulated by a breach of the river.
- E. An Island, formed and inhabited. This also was a sand-bank, thrown up round the point F.
- G. An Island accumulating in the midst of the Channel.
- H. The line of the strongest current.
- I. A Gulf occasioned by the force of the current, from the opposite side, striking against the Bank: the origin of a future branch issuing from the great river. In a course of time, the first reach of it becomes retrograde to the course of the river (See note, page 114) as at K and L.
- N. B. The section of the Branch of the Ganges is exactly similar to that of the Ganges itself, except in the article of width.

ERRATUM, page 121, line 11, read *amounts*.

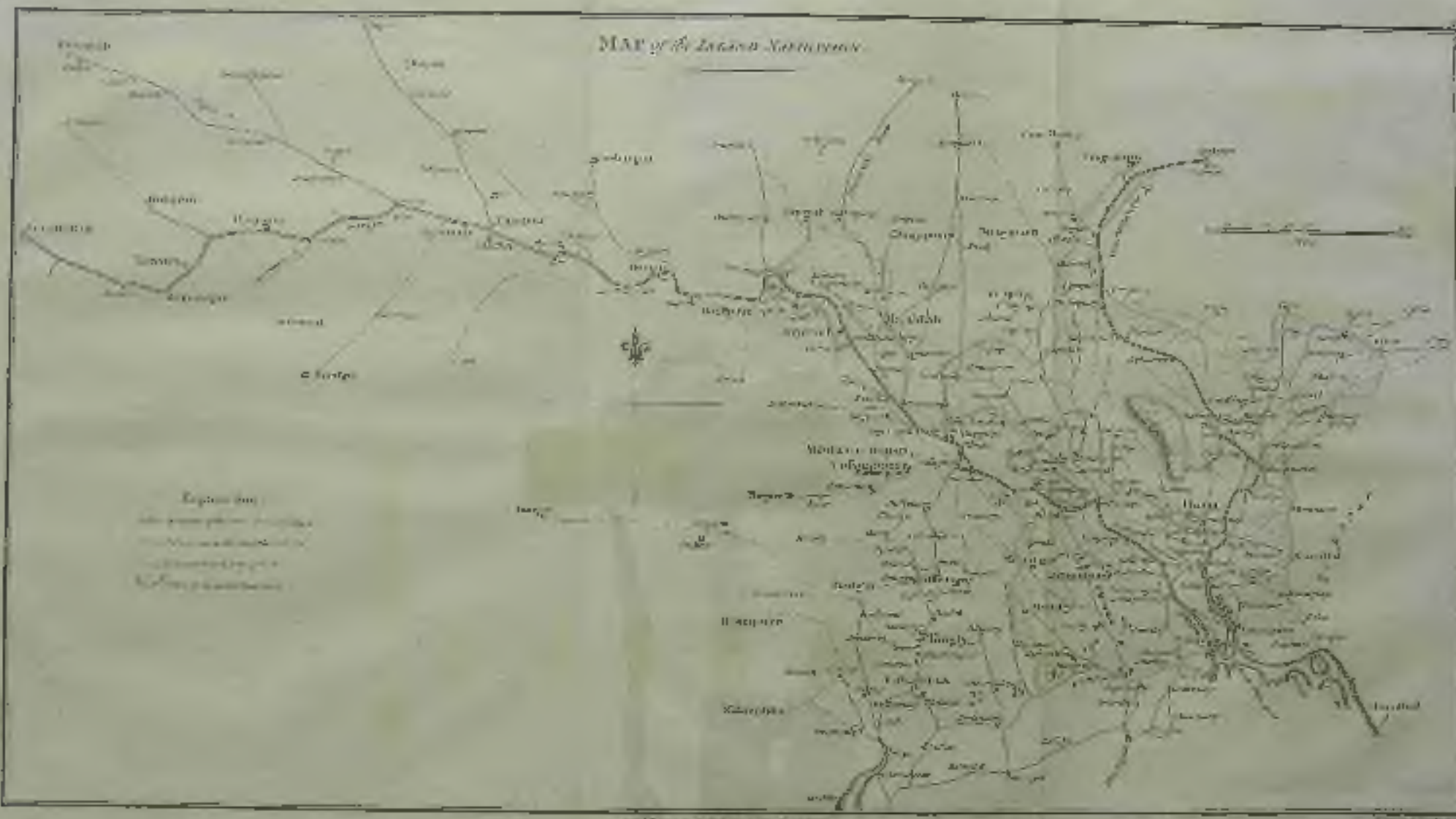
PLAN of part of the Course of the GANGES, to explain the nature of the steep and shelving Banks, Islands, &c.



SECTION of a Branch of the GANGES, as a further explanation of the steep and shelving Banks.



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I N D E X

T O T H E

M E M O I R.

* * The Names of Countries, or Nations, are in Roman Capitals; and the Names, or Titles of Princes, Rajahs, or Chiefs, in Italic ones. The Titles of Books, and the Names of Authors, as well as of other Persons whose Authorities are quoted, or whose Assistance has been acknowledged in the Course of the Work, are in Italics: and the few Names of Places belonging to Ancient Geography, have an * prefixed to them.

† * † Abbreviations. Terrs. (Territories) I. (Island) R. (River) Pt. (Point) Mt. or Mts. (Mountain, or Mountains.)

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I N D E X

T O T H E

M A P.

§+§ The whole Map being divided into Squares, or Spaces, by the Intersections of the parallels of Latitude with the Meridians, each particular Square is pointed out by Letters of Reference alphabetically arranged along the Margins of the Map; the side Margins having Capital Letters, and the top and bottom ones, small Letters. For instance, the City of DELHI is given in the Index under the Letters H m: and if the eye be guided along horizontally in the Map, from H, until it comes under m, the Square which contains DELHI will be found.

* * The Names of Countries, or Nations, are in Roman Capitals; and those of Princes, Rajahs, or Chiefs, in Italic Capitals: and such Places as have their Situations described in the Index only, and not in the Map (owing to want of room) are in Italics.

†*† Abbreviations. Terrs. (Territories) I. (Island) R. (River) Pt. (Point) Mt. or Mts. (Mountain, or Mountains) F. (Fort.)

| | | | | | | | |
|------------|---------------|--------|--------------------|-----|----------------------------|---|-----|
| | | Acheen | - | G f | Adignar | - | T m |
| | A. | Ackica | - | C d | Adj R. | - | N x |
| A | BDALLI | C c | Adam's bridge | C o | <i>ADYID SING</i> , Terrs. | | |
| | Abdun | E b | Adam's peak | E p | of | - | M q |
| Abugur | - | M h | Adaven, or Adavred | | Aditmaul | - | K o |
| Acbarpaur | - | K r | | W n | Adingay | - | W o |
| Acbarabad. | The same | | Adenagur | - | Adiwini | - | W I |
| as Agra. | | | Aderampour | C m | | | Ad- |

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| Afzulgur - G n | Amroah - H n | Arnal (near Basseen) R g |
| Agaparambe - B l | Anamallee - B m | Arnaul, or Arnol - H l |
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| Agimere - K k | Anantoor - Z n | AROKHAGE - E a |
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| Agra city - I n | Anarodgurra - D p | Arvacourchy - B n |
| Ahmood - O g | Andaman I. great - Z d | Arvir - R k |
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| Altembaddy - Z m | Anophiere - H n | Affewan - K p |
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| | | ritories | O g |
| | | Futwa | L u |
| | | Fyzabad | K r |
| | | G. | |
| | | Gaëlies | G p |
| | | Gaguimpar | T n |
| | | Galgala | U l |
| | | Pt. de Galle | F p |
| | | Gandicotta | X n |
| | | Gan- | |

I N D E X to the M A P.

| | | |
|---|---|--|
| Ganga Godowry, or Godavery R. R i | GICKERS. See Ka- kars. | Gordeware Pt. U r |
| Gangalagutta W n | Gigar Pt. See Jaggar. | Gorkah - H t |
| Gangapatnam X p | Gilligama R. See Gon- degama. | Gotra - U m |
| Ganges R. its source E p | Gindere - F p | Gotteni - U k |
| ----- mouth O a | Gingee - Z o | Gour - M y |
| Gandgourly S n | Giti - F n | Goulour - W l |
| Gangpour P t | Goa - W i | Gowgat R n |
| Ganjam - R u | Goalparah K a | Gowrey - I p |
| Gangapenta pass, seven miles N. E. from | Godah - M l | Graen - T i |
| Dalmacherry Y n | Godavery R. or Go- dowry S o | Groapnaught Pt. P f |
| Gannygom S i | ----- mouth | Guarda Reef W e |
| Ganore - G m | Ur | Gubinagur K y |
| Garan - B d | Godrah - O h | Gujurat, or Gujerat (in Lahore) D h |
| Gareeah - M y | Gogo - P f | Gumipaleam Y n |
| GARROWS L b | Gograh R. See De- wah. | Gumplegud U p |
| GAUR - B a | GOLCONDAH T o | Gumsoar - R t |
| Gaugot - l n | Golcondah T n | Gundar - P g |
| Gaurbend A c | Golerampilly T o | Gundave Q g |
| Gaut Mts. S h | Golgom - D p | Gundipally A l |
| Gayah - M u | Gollapollum U q | Gunduck R. H s |
| Gazna, or Ghizni C b | Gomaum Mts. F k | GUNGADAR PUNT, his Terrs. L n |
| Gazvpour L s | Gondegama R. W o | GUNTOOR U p |
| Gegadivi, eight miles S. E. from Kistnagherri. | Gondlah T p | Guntoor - ibid. |
| Geharconda P l | Goodapilla Y n | Gurmuchtisher H n |
| Gelali, desert of D f | Good-water I. D n | Gurra-Baundhoo N q |
| ----- Mt. or Yullale- ah - D e | GOODIERS. A peo- ple who occupy the side of the Ganges opposite Rohilcund. | Gurramconda Y n |
| Geligonda W o | Goohoor U m | Gurry - N p |
| GENTYA L c | Gool R. - P k | GURRY-MUND- LAH, or Baundhoo ibid. |
| F. St. George, or Ma- dras - Y p | Goolapilly Z n | Gurry-Mundlah ibid. |
| St. George's I. (Goa) W i | Goolgunge M o | Gutigui, or Catigui U l |
| St. George's channel (Nicobars) E e | Goollah - P g | Gutti, or Gooty W m |
| Ghergong, or Kirganu K d | Goomow Gaut M u | GUZERAT O d |
| Gheriah (Angriah's F.) U h | Goomty R. K q | Gwalior K n |
| Ghiddore M w | Goondah - I r | H. |
| Ghizni. See Gazna. | Goorackpour K s | HAJAKAN F b |
| Ghod - K n | Gooty. See Gutti. | Hajykan Chokey G e |
| Ghurnah R. Q k | GOR - H q | Hajygunge N z |
| | Goragot - L z | Hajypour (in Bahar) L u |
| | Goraygom S i | ----- (in Lahore) E k |
| | | Hal- |

I N D E X to the M A P.

| | | | | | | | |
|------------------------|-------|-------------------------|----------|-------------------------|---------------------|------------------|-----|
| Hallegande | L d | Hurdah | - | O m | Jara | - | S o |
| Handya | - | L r | Hurdwar | G n | Jarampour | - | F l |
| Hangool. It lies about | | Hurryal | - | M z | Jarbarry | - | L y |
| 20 miles N. E. of | | Hurrydurg Gaut. It lies | | | Jargepour | - | Q w |
| Edghir | U n | on the S. E. of Ry- | | | Jasselmere | - | K h |
| Hanfoot | P g | acotta. | Z n | Jassi. See Janfi. | | | |
| Hansy | - | G i | Hursalo | - | K i | JATS, country of | H i |
| Harponelly | W k | Husnabad Gaut | O m | Javerda | - | T n | |
| Harriorpour (in Mo- | | Hutta | - | N o | Jauldoe | - | N w |
| caumpour) | I u | Hyder-Nuggur, or | | | Jaujepour-Cowlah | Q l | |
| ———— (in Orissa) | | Bednore | X k | Jayes | - | K q | |
| | P w | HYDER ALLY, Terrs. | | Jebhan | - | D h | |
| Harfera | - | of | - | Z l | Jehaul | - | G g |
| Hassi | - | G k | Hydershi | T o | Jehoud Mts. | - | D g |
| Hastee | - | R l | Hydrabad | T n | Jelalabad | - | I o |
| Hatin | - | H m | | | Jelalpour | - | L p |
| Hatter | - | K n | | I. | Jelaffar | - | I n |
| Hautimabad | H n | JAËPOUR. See Join- | | | Jelpigory | - | K y |
| Hazaratnagur | G o | agur. | | | Jellandra | - | R t |
| Hazaree, or Hir R. | D d | Jaffierabad, or Zuffe- | | | Jellafore | - | P x |
| Heerapour (in Visha- | | rabad | - | Q l | Jellinghee | - | M y |
| pour) | U m | Jaffierabad (in Guze- | | | Jellmore | - | S t |
| ———— (in Bundel- | | rat) | - | Q e | Jelloan | - | K o |
| cund) | - | Jaffiergunge | N z | Jellomew | - | T g | |
| Helawak | - | Jafnapatam | C p | Jemulmaraag | - | X n | |
| Hendukesh | A b | Jagarnaut Pagoda | R u | Jenaub, or Chunaub | | | |
| Heriabad | N i | Jaggat, or Jigat Pt. | O c | R. (ancient Acesines) | | E g | |
| Hesamally | O f | | | | Jendur | - | T l |
| Hibutpour | F h | JAGHIRE, Compa- | | | Jengian | - | F g |
| Hindenny R. | Y l | ny's, in the Carnatic | | | Jenneahgur | - | R h |
| Hindia | - | Y p | | | Jennidah | - | N z |
| Hindooah | K m | Jagrenatpour, or Coc- | | | Jeraligur | - | T m |
| Hindoo-Ko, or Hin- | | kanara | - | U r | Jessore, or Moorley | N x | |
| doo Mts. | A b | Jalalabad | G m | Jicksee. See Sgigarche. | | | |
| Hir R. See Hazaree. | | Jalalpour | ibid. | Jidger R. | - | H k | |
| HOLKAR, Terrs. of | N k | JALLINDAR Doabah | F i | Jionpour | - | L r | |
| Hoogly | - | | | Ikery | - | Y k | |
| ———— river | ibid. | Jallindar | ibid. | ILLAHABAD. See | | | |
| Hooringotta R. | O a | Jalour, or Shalore | L h | Allahabad. | | | |
| Hofangry Gauts | Y k | Jandro Lake. See Pal- | | Indelway | - | S n | |
| Hofharpour | F k | té. | | Inderab, or Anderab | - | A d | |
| Hubibgunge | N a | Janglapilly | X p | Indoor | - | N k | |
| Huddlegur | Q s | Janicpour | K w | Indos | - | N x | |
| Huldypookre | O w | Janmier | - | Indour | - | S n | |
| Hunary I. | S g | Janfi, or Jassi | L n | | | I n | |
| Huntong | M f | Janteca | - | W l | | | |

I N D E X to the M A P.

| | | | | | | | |
|--------------------------|-----|----------|--------------------|-------|------------------------|----------------------|---------|
| Indrat | - | S m | Jumnah R. | G m | Kim R. | - | P h |
| Indus R. | See | Sinde. | Jungaloo R. | W o | Kimedy | - | S t |
| Ingeram | - | U r | Jungulbarry | M a | Kimlaiffa | | M n |
| Ingurty | - | T o | Junier | - | Si | | Q s |
| Inilacolla | | U o | Junkfeilon I. | D i | King's I. (Mergui) | | Z i |
| Injellee | - | P x | JUSHIPOUR | N s | ----- Point (Acheen) | | G f |
| Innaconda | | W o | | | | | |
| Johanabad | | P l | | | | | |
| St. John's Pt. | | Q g | K. | | Kinnoge. | See | Canoge. |
| ----- Rocks | | T e | KAKARÈS, or | GIC- | Kinnoul. | See | Canoul. |
| ----- (by Cochin) | | C l | KERS | D f | Kishen R. | | C f |
| JOINAGUR, or Jaë- | | K l | Kallarus | L m | Kishenagur (in Bengal) | | N y |
| pour | - | K l | Kambala Mt. | F a | ----- (in Mewat) | | I l |
| Joinagur | | ibid. | Kandabil | H b | Kisserah | - | U p |
| ----- on the Puddar | | M e | Kangee | - | Kistnagherri | | Z n |
| R. | - | O b | Kanjan | - | Kistna R. or Khrishnah | | U l |
| Joogdya | - | O b | Kanfa | - | ----- mouth | | W q |
| Jonepour, or Sonepour | | Q s | Karnawl, or Carnal | G l | Kistnapatam | | X p |
| Joud Mts. | See | Je- | KASHGUR. See | Cash- | Kitterah. | See | Cutte- |
| hond. | | | gur. | | rah. | | |
| JOUDPOUR, or | | L k | Katerna | - | T k | Kitturah | W k |
| MARWAR. | | L k | Katimbevole | E q | Kitzhick R. | | H u |
| Irabattey, or Ava R. | | N b | Kaungurrah Cote | D k | KOGE | - | K a |
| Irapour | - | U l | Keerpoy | - | O x | Kohcheny | D i |
| Irega | - | W l | Keheep | - | E f | Kondur | R m |
| Iriab | - | C c | Keira | - | O g | Koondabarry Gaut. | See |
| Iron I. | - | Z i | KELATIONS | E c | Coondabarry. | | |
| Islamabad | | O b | Kelay I. | D h | Koondah | | M t |
| Islamnagur | | N m | Kellinellicotta | B o | Koonjoor | | P u |
| Islampour (in Bahar) | | L n | Ken | - | H e | Koorbah | - |
| ----- (in Vissia- | | T i | Kenawa | - | M o | Koorney | M n |
| pour) | - | T i | Kender | - | F m | Kooshab, or Choshaub | E f |
| Ittayah. | See | E tayah. | Keogong R. | U e | Koral | - | P g |
| Itchapour (northern cir- | | R t | Kerah | - | P f | Koram | - |
| cars) | | P m | Kerabad | - | C c | Koft | - |
| ----- (in Berar) | | P m | Kerdiz | - | ibid. | Kotal | - |
| Jugang | - | G y | Kergang | - | O k | Kottilah. | See |
| Jughigopa | | K a | Kermadge | C d | H f | lah. | |
| Julkuddar | | O c | Keror | - | P u | Koukhoun | T f |
| Jumbofeer | | O g | Khoud | - | P u | Kounmeon | O b |
| Jummoo | - | D i | Khrishnah R. | See | Kift- | Kozdar | - |
| | | | na. | | na. | Kubbuleah | G g |
| | | | Kiangfe | - | G a | Kuppureah | G i |
| | | | Kilberga. | See | Calber- | | Kurpah. |
| | | | ga. | | | | |
| | | | Kilkare | - | C o | | |
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| Kurpah. See Cudda- | Lucknow | K q | Maleghery | Z m |
| pah. | Luckyah R. | N a | Malloud. | R u |
| Kuffoor - | G h | Ludhana Gaut | F i | Mallown (in Malwa) |
| Kut, or Kuti | G w | Luheet R. | K b | M n |
| Kuteil - | H l | Lundsey - | S f | ——— (Malabar |
| Kuttuer Mts. | A g | Luscot - | K m | coast) - |
| Kyranty - | K y | Luteefgur | L s | Malnor - |
| | | M. | | Malpurry - |
| L. | | Mabi - | N e | Maltua - |
| Laccadive Is. | A g | Macherlaw | U o | MALWA |
| Lackanwaddy | Gaut | Machiawara Gaut | F k | N l |
| | Q m | Maddiguer | W m | Mamdy. See Mahom- |
| Lackratapilly | X n | Madec - | S n | dy. |
| Lackricotta | T s | Madecora | Z k | Mamalghery |
| Ladona - | K l | Madera - | S n | C m |
| Lahaar - | L n | Madras, or F. St. | | Manapar |
| Laheri Bunder. | See | George | Y p | D n |
| Lawry. | | Madura - | C n | Manar I. - |
| LAHORE | E f | Magalawaukel | Y n | C p |
| Lahore - | E h | Magame - | F q | Manarcoil |
| Lahowry | R k | Magghe - | Y l | C o |
| Lamentung | F a | Magheddi | Y n | Manara, gulph of |
| Landeol - | W n | Mahanada R. | K x | D o |
| Langur Mt. | H y | Mahe - | A k | Manboom |
| Laöur - | L b | Mahegam | S n | N w |
| Lassa, or Lahassa | F b | Mahewa - | M e | Mandagele |
| Lassour - | R k | Mahim - | R g | F q |
| Latac - | C l | Mahjeanpour | I m | Mandapour |
| Latoo - | N t | Mahmudpour, or Boof- | | U k |
| Lawry Bunder | N b | nah - | N z | Mandivi - |
| Lawrow - | M n | Mahoba - | L p | P h |
| Lepra-Lankeng | H b | Mahomdy, or Mamdy | | T k |
| Lingapour | R n | | I p | Mangalore (Malabar |
| Lingumpilly | X m | MAHRATTAS. See | | coast) - |
| Logur - | S h | the names of the fe- | | Z k |
| Lokohar | K w | veral Chiefs; Paish- | | ———, or Manga- |
| Lolbazar | K z | wah, Sindia, Holkar, | | role (in Guzerat) P d |
| Loldong - | G n | &c. | | ——— (in the Dec- |
| Lowyah - | K t | Maissey - | K u | can) - |
| Lucca R. - | F e | Majufferpour | ibid. | W l |
| Luckiduar | K z | MAKRAN | G a | Mangarole. See Man- |
| Luckipour (in Bengal) | O a | Malaac - | N g | galore. |
| ——— (in Bootan) | K z | MALABAR, coast of | B k | Mangee - |
| Lucknadour | O o | Malavilly | Z l | - |
| | | Maldive Is. | F h | Mangelim |
| | | | | W i |
| | | | | Mangerah |
| | | | | S k |
| | | | | Mangrole |
| | | | | P h |
| | | | | Manahiry - |
| | | | | K u |
| | | | | Manickpour |
| | | | | L q |
| | | | | Maniekpatam |
| | | | | R u |
| | | | | Manittee R. |
| | | | | N b |
| | | | | Mankoot |
| | | | | D i |
| | | | | Manlee - |
| | | | | S g |
| | | | | Manorpour |
| | | | | I l |
| | | | | Manpour |
| | | | | I m |
| | | | | Manpurry |
| | | | | I o |
| | | | | Manfurah (ancient.) |
| | | | | See Bhakor. |
| | | | | Manfurat |
| | | | | L o |
| | | | | Man- |

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|---------------------|-----|-----|----------------------|-----|----------------------|----------------|-----|
| Mantole | - | G p | Merat, or Mirte | G m | Moneer | - | L s |
| Manwas | - | M r | Meraudabad | H o | Monegal | - | U p |
| Maör | - | Q n | Mergui | - | Mongal | - | T p |
| Mar | - | S h | Meritz, or Merrick | U m | Monghir | - | L w |
| Marie | - | M n | Merjee | - | Monglegary | - | U p |
| Markutchoe | - | M u | Merkiseray. See Mat- | | Mongulcote | - | N x |
| Marmelon | - | U i | tagherry. | | <i>Mongulpetta</i> | Pafs, fif- | |
| Maro | - | U f | Merlom | - | teen miles west from | | |
| Marol | - | K m | Merrick. See Meritz. | | Tripettoy | - | Y n |
| MARRAWAR, | or | | Mefana | - | Monimpette | - | T n |
| MARRAVA | - | C o | Mefcinzungh | - | Mons Cape | - | L |
| Martaban | - | U i | Metili | - | Montchu R. | - | H z |
| St. Martin's Is. | - | Q c | Mettone, or Mellone | - | MOODAJEE BOON- | | |
| MARWAR, or | JO- | | | Q g | SLA, his Terrs. | - | P q |
| UDPOUR | - | L i | MEWAT | - | Moolachilly | - | A n |
| St. Mary's Is. | - | Y i | Midnapour | - | Moonygurry | - | G n |
| Mafcal I. | - | O c | Mila | - | Moorshedabad | - | M y |
| Massana | - | N g | Milgotah | - | Moot | - | L o |
| Mafulipatam | - | U q | Mindygaut | - | Mootapilly | - | W p |
| Matacaloa | - | E r | Minoura | - | Mopar | - | X o |
| Matura (near Agra) | - | I n | Mirconda | - | Morelah | - | W o |
| —— (in Ceylon) | - | G p | Mirdur | - | Morgar | - | H f |
| Mattaghery, or Mer- | | | Mirfie | - | Morgul | - | T r |
| kiseray | - | Y n | Mirte. See Merat. | | MORTIZANAGUR. | | |
| Maweram | - | B o | Mirzapour | - | See Guntoor. | | |
| Maveriram | - | T k | Misapette | - | MORUNG | - | K x |
| Mavilla | - | T r | Moapooty | - | Mofabad | - | K l |
| Mauldah | - | L y | Mocaumpour | - | Mofcos Is. | - | Y b |
| Maydnygunge | - | L r | Modenally | - | Mougiltore | - | U m |
| Maydoo | - | O g | Mogroor | - | Mouhun | - | F f |
| Meachagong | - | R f | MOGUL, GREAT, his | | Mouler | - | Q i |
| MECKLEY | - | M d | Terrs. | H m | MOULTAN | - | H f |
| Medampe | - | E p | Mogulpour | - | Moulta | - | G f |
| Medapour | - | O i | Mogulserai | - | Mounec | - | H k |
| Meertah | - | L k | Mohaun | - | Mouffi R. | - | T n |
| Megna R. | - | N a | Moherry | - | Mow (near Chatter- | | |
| Mehitpour | - | G i | MOHURBUNGE | | pour) | - | L o |
| Mehran, or Sinder | - | M b | | O w | —— (near Rewan) | - | M r |
| Mel I. or Clara | - | A b | Moilan | - | —— (in the Deccan) | | S n |
| Meliapour. See Be- | | | Moka | - | Muckundgunge | - | N u |
| keri. | | | Molocolette | - | Muckundpour | - | M q |
| Mellone, or Mettone | - | Q g | Molodive | - | Mud R. or Puddar | - | N c |
| Memene | - | F q | Monacunda | - | Muglatore | - | U q |
| | | | Monattoo | - | <i>Muglee</i> | Pafs, eighteen | |
| | | | Monchaboo | - | miles S. W. from | | |
| | | | Moneah | - | Chit- | | |

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| Chittoor | Y n | Nagpour, great | P o | Negapatam | B o |
| Mulky | Y k | ——— little. | See | Negombbo | F p |
| Mullungur | R h | Chuta-Nagpour. | | Negraia Cape, and I. | |
| Multo | K h | Nailla | K l | Nellemby | F p |
| Mundlah. See Gurry- | | NAIRS. Their coun- | | Nellitangaville | D n |
| Mundlah. | | try borders on Tel- | | Nellore | X p |
| Mundu | O k | licherry and Mahe | | Nemen | D m |
| Mungar | O m | | A l | Nen | F l |
| Munnypour | M e | Namcul | A n | Nendigal | C m |
| Munfoor | O g | Nancar | R n | Nenry | Y o |
| Murdgurry | R t | Nander | R m | Nerbudda R. source | |
| Murgdoor | T p | Nandigur | Q o | | N r |
| Murgaw | K p | Nandy-Allom | W n | ——— mouth | P g |
| Murjatta R. | O z | Nanga. See Naggur | | Nercally | U m |
| Mufanagur | K p | in Guzerat. | | Neriad | N g |
| Mustaphabad | G l | NAPPAUL | H t | Nesti | H w |
| MUSTAPHANUG- | | Nappar | O g | Nicaracul | U o |
| GUR. The same as | | Narangur | O x | Nicobar Is. | D d |
| Condapilly. | | Natcapilly | U o | Niddigally | X l |
| Muttagarra | U n | Narcondum I. | Y e | Nidjidabad | G n |
| Mutti | D h | Nardole | U q | Nilab R. | D e |
| Murwal R. | O y | Narool | Q g | Nilconda | T o |
| Myer | M p | Narfapour | U q | Nimpour | Q i |
| Myhie R. | N h | Narfi | U l | Nindoorah | R k |
| MYSORE | Z l | Narlingapatam | R u | Nipatoor | Z n |
| Myfore | ibid. | Narlingur | O w | Nitchou R. | H b |
| | | Narwah | L n | NIZAM ALLY, Terrs. | |
| N. | | Narwallah, or Nehr- | | of | T n |
| Nacor | I k | walla | N f | Nizampatam | W p |
| Naderbar | P h | Nafagur | E k | Noel Is. | B g |
| Nadout | N e | Naffick-Trimuck | R h | Nogorcot (in Napaul) | |
| Nagapour | Y k | Natrudacotta | D n | | H w |
| Nagartz | F a | Nattam | B n | ——— Pafs | K y |
| Nagaz. See Nuggar. | | Nattore | M z | Nobotha R. | G x |
| Naggur, or Nanga | | Navaru | T l | Nolafsey | N k |
| (Guzerat) | N d | Nautpour | K x | Non-Cowry harbour, or | |
| Naggur (in Oude) | I q | Nayadapilly. A small | | Moncavery | D e |
| Nagorcote (in Lahore) | | fort a little to the | | Noony | M x |
| | D k | west of Udegherri | | Noopour | P h |
| Nagore (in Agimere) | | | X o | Noornagur | N b |
| | K i | Neelgur | P w | Noormehal | F i |
| Nagore (in Bengal) | | Negapatla Pafs, ten miles | | Norelah | H m |
| See Birboom. | | W N. W. from Tri- | | Norsingabad | Q w |
| Nagore (in Mysore) | | petty. | | NOR- | |
| | B o | | | | |

I N D E X to the M A P.

| | | | | | |
|-----------------------------|----------|--|-----|--------------------------|-----|
| NORTHERN CARS | CIR- T s | Origui - | S m | Palore - | B l |
| Norunga | M t | ORISSA - | P u | Palpeter - | C c |
| Nosfary | Q g | Oruenny - | S l | Palredycotta | U n |
| Nossary | N i | Orungabad | F i | Palté Lake | G b |
| Nou Kian, or Ava | R. I b | Otatoor - | A o | Pambu - | G x |
| Nowada | M u | Oudanulla | M x | Panamgoody | D n |
| Nowapara | S t | OUDE - | I r | Panchmal | U m |
| Nuddea | N y | Oude - | K r | Pandrummee R. | N b |
| NUDYUFFCAWN, his | I n | Oudighir | S m | Panian - | B l |
| Terr. - | I n | OUDIPOUR | M k | PANJAB | F h |
| Nuggar, or Nagaz | D d | Ougein, or Ugein | N l | Panlang - | T g |
| Nuldingah | N z | Oujouk-linke | G a | Panna - | M p |
| Nulluah | O y | Ouncha - | L o | Panna R. - | A o |
| Nulshi | M z | Ouffoor - | Z m | Panniput - | G l |
| Nundevaram | X o | Outch - | F f | Panser - | N g |
| Nursingur | N o | Owlah - | H o | Pantano R. | U f |
| Nusserabad | Q k | | | Pantaneda | R k |
| Nussergur, or Nusserratpour | Q i | | | Panwell - | R g |
| | O. | | | Parafaöli | K m |
| Occlasseer | P g | Paalavanke | T p | Parengoody | C n |
| Odeypour | O s | Pachete - | N w | Paridrong | H y |
| Ogidoo | N u | Paconda - | X l | Parneiro. See Pernalla. | |
| Oitong | F c | Padrean - | P g | Parnel - | S i |
| Oliapour (in Bengal) | L x | Padshawpour | H m | Paru - | B l |
| ----- (in the Decan) | R l | Painam - | F z | Parwan - | B h |
| Oliffey | W p | PAISHWAH of the | | Patchwarry | M x |
| Ombegaum | R h | MAHRATTAS, his | | Patcoom | N u |
| Omergong | Q g | Terr. - | S k | Pateeta - | L s |
| Omilpolly | R m | Palamcotta (in Tine-velly) | D n | Pateli, or Putala | F b |
| Omircout. See Ammercot. | | ----- (near Chil-lumbaram) | A o | Patenode | E q |
| Omptah | O y | Palamow | N t | Patgong - | K z |
| Omptchu R. | H c | Palcote - | L t | Patna - | L u |
| Omrautty | Q n | Paler R. | W o | Patral - | X p |
| Omula Kentchong Mts. | I b | Paliar R. | Z o | Patris - | R m |
| Ongole | W o | Paliconda | Y o | Pattack | U n |
| Onore | X i | Palimerdy | C n | PATTAN ROHIL-LAS | I o |
| Ooscotta | Y n | Palkee - | T l | Pattan (in Napaul) | H u |
| Oppagaut | S h | Palleconda | W m | (in Viliapour) | T h |
| | | Pallumnare Pass, ten miles N. from Sautgud | Y n | Pattuary - | I o |
| | | Palnera rocks | Y k | Paukputton. See Adjodin. | |
| | | Palmiras Pt. | Q w | Pawangur | O h |
| | | PALNAUD, or PILNAUD | U o | Pawdra - | O g |
| | | | | Peddipour | T r |
| | | | | Pedro Pt. | C p |
| | | | | Pee- | |

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| Perambacan | - | Y p | into Cuddapah, 17 | Poreah | - | C l | |
| Pegang-Youngue | - | O g | miles south from U- | Porogong | - | I z | |
| PEGU | - | T f | degherri | X o | Portonova | A o | |
| Pegu | - | S g | Pillere | - | Y n | Poudelah | W o |
| Peiti | - | F b | Pillibeat | - | H p | POURONKE | H z |
| Peloul | - | H m | PILNAUD. See Pal- | Powy | - | M p | |
| Pelliconda | - | S s | naud. | Preparis I. | - | X d | |
| Pendera | - | T o | Pilota | - | E e | Prone | R f |
| Penjepour | - | B e | Pimpelgong | - | N l | Providien I. | D q |
| Penjer | - | A d | Pinagra | - | Z m | Pryggee | T f |
| Penna | - | T l | Pinee | - | B n | Pubna | M z |
| Pennaconda | - | X m | Pintral | - | X o | PUCCANERE | I g |
| Pennar R. | - | X o | Piparra | - | I r | Pucculoe | M a |
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| Penuconda | - | X m | Pipelnar | - | Q i | Puddamtola | Q t |
| Peoly | - | K n | Pipelo | - | K l | Puddar R. | M d |
| Peore | - | R l | Piperoone | - | K w | Pudicotta | A m |
| Pera I. or P ^a . | - | Pera G i | Piplouda | - | P l | Puducotta | B n |
| Peram I. | - | P f | Pipley | - | P x | Pullicate | Y p |
| Perjan | - | A e | Piprah | - | K r | Punchunya | K y |
| Periapatnam | - | Z l | Pirhala | - | D g | Punduah (near Maul- | |
| Permacoil | - | Z o | Pishawer, or Pershore | - | D e | dah) | L y |
| Pernalla, or Parneiro | - | Q g | Piti | - | E l | ----- (near Silher) | L b |
| Perfa | - | I u | Pittoul | - | O h | Puntamarka | T s |
| Perfaim | - | U z | Plafsey | - | N y | Purbetty | S h |
| Pershore. See Pishawer. | - | | Podalacour | - | X o | Purdagallu | U o |
| PERVIANS | - | D c | Polarum | - | T q | Purneah | L x |
| Pefinga | - | D b | Polchuer | - | U p | Purrowlah | A h |
| Peth | - | G m | Poliput | - | Y o | Purruah. See Punduah. | |
| Pertapolly | - | W p | Polore | - | Z o | Purfaummah | K w |
| Pettucotta | - | B o | Pomlapilly | - | U n | Putala, or Patteli | F b |
| Peyaunny | - | I p | Ponda | - | W i | Putelam | D p |
| Pharollee | - | Q i | Pondamalee | - | Y p | Puttan | N g |
| Pieply (in the Deccan) | - | Q l | Pondicherry | - | A o | Puttan Sumnaut | Q d |
| ----- (near Cattack) | - | Q u | Pontiferam | - | A l | | |
| Pigeon I. (Malabar | - | X i | Poodicotta | - | C n | Q. | |
| coast) | - | | Pooloo | - | U f | Quelmi | R g |
| ----- (near Cey- | - | | Poonah | - | S h | Quilon | D i |
| lone) | - | D q | Poondy | - | S t | | |
| ----- (near Vifi- | - | | Poor Bunder | - | P c | R. | |
| gapatam) | - | T s | Poornah R. | - | P l | Racaisbon | R l |
| Pilatla Pass. It leads | - | | Poorundar | - | S i | Rachol | W i |
| | - | | Poorwah | - | K q | Rachour | U n |
| | - | | Pootlapassa | - | T o | Rachoutre | X n |

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|---------------------|--------|------------------------|----------|------------------------|-----|-----|
| Rachoutre | X n | Ranky-Dungaree | P c | Ruthgur | - | P l |
| Radock | C h | Räolconda | U m | Rutterah | - | D m |
| Radimpour | M f | Rapolin | - B l | Ruttunpour | - | O r |
| Rahib | - H i | Raree | - U i | Ruynulla | - | L w |
| Rahoon | - F k | Ratoly | - L p | Ryacotta | - | Z n |
| Rajamundry | T q | Rauvee R. (ancient Hy- | | Ryalcherry | - | Y o |
| Rajamutchy | S h | draötes) | F g | Ryfeen | - | N k |
| Rajanagur | N a | Rawngur | E h | | | |
| Rajaporum | A n | Raymunge. See Saib- | | | S. | |
| Rajasee | - L n | gunge. | | Sacrifice I. | - | A k |
| Rajaserai | G k | Reang | - M c | Sadras | - | Z p |
| Raidurgam | A n | RECCAN. See Ara- | | Sagor I. | - | P y |
| Rajebug | U k | can. | | Sagur | - | M n |
| Rajemal | L x | Recompado | T q | Sahlone | - | K q |
| Raje-su-gaut-Mundi | E k | Reddigoodam | U p | Saibgunge, or Raym- | | |
| | | REJEBA Doabah | E g | gunge | - | K y |
| Rajgur | - M p | Remalacotta | W m | Saipour | - | M r |
| Raikulla | - G k | Renapour | - S m | Saladun | - | S f |
| Rajowly | - M u | Renas | - D f | Salcot. See Sealkot. | | |
| Rajoorah | R m | Rettinghery | Y l | Sallemew | - | Q g |
| RAJUNT | Doabah | Rewan, or Rewah | M q | Salloregaut | - | S s |
| | E g | Rewari | - H m | SALSETTE Island | R g | |
| Ralicote | - U m | Reyoor | - U p | Samadun R. | - | U r |
| Ramas Cape | W i | Rhaat | - L p | Sambal. See Sumbull. | | |
| Ramdilly | Z k | Rimbu | - F a | Samiaveram | - | B n |
| Ramenadaporum | C o | Rimola Mts. | I y | Sami-Iffuram pass. It | | |
| Ramgaut | H n | Rintimpour | L l | is formed by the | | |
| Ramgur (in Bahar) | N u | Robulghery | R k | course of the Pennar | | |
| ----- (in Orissa) | Q t | Rogonautpour | N w | R. fifty-five miles W. | | |
| | | ROHILCUND | H o | from Nellore | X o | |
| Ramiseram | C o | Romaneah | Choultry | Sammana | - | H l |
| Ramifundrum | Y n | | Y p | Samulcotta | - | U r |
| Rampicherla | W o | Ronde I. or Poulou | | Samupour | - | H i |
| Rampour (in Rohil- | | Ronde | - F f | Sanapilly | - | T o |
| cund) | - H o | ROSHAAN | O c | Sanashygotta | - | K y |
| ----- (in the Car- | | Rotas (in Bahar) | M s | Sanbaste | - | D g |
| natic) | - X o | ----- (in Panjab) | D g | Sandy | - | I p |
| Ramtege | - O o | Rounreak | T f | Sangam | - | X o |
| RANA, Terr. of. See | | Roydroog | X l | Sangany | - | N i |
| Oudipour. | | Roymungul R. | O z | Sangool | - | N m |
| Randere | - P g | Rujjeah | - E g | Sankaaty | - | L b |
| Rangalore | S s | Rundulla | - P i | Sankalamary | - | W n |
| Rangamatty | K a | Rungpour | L z | Sankerydury | - | A m |
| Rangoon R. | U g | Rungawalla R. | P h | Sanku | - | H u |
| Rangur | - O h | Rupour Gaut | F k | Sanore-Bancapour | W k | |
| | | Rurrow | - K o | Sanowly | - | I s |
| | | | | San- | | |

I N D E X to the M A P.

| | | | | | |
|--|-----|--|-----|----------------------------|-------|
| Sanpoo R. or Burrampooter, source of | E q | Serarum | T r | Shinnore | F g |
| Santa | M b | Serinagur | C h | Shiron | G u |
| Sanyangong | T g | Seringapatam | Z l | Shiverapilly | S s |
| Saquith | I o | Serinjarum | T n | Sholavanden | C n |
| Sarapilly | X p | Serfa | G i | Sholingur, or Sholigaveram | Y o |
| Sarhaut | M w | Servi | L g | Sialacoory | B l |
| Sarongpour | N l | Setlege, or Suttuluz R. (the ancient Hyphalis) | G e | Sially | A o |
| Saferam | M w | Settiaveram | T r | SIAM, upper | P k |
| Safwan | H o | Sevendrook | T h | ———, lower | Z i |
| Satgong, or Satagong | O y | SEVI | I a | Siapouch Mt. | A c |
| Satrom | C n | Sewan | K t | Sifeabad | G k |
| Satterah | T i | Sewalick Mts. | F m | Sigarum | U n |
| Sattimungulum | A m | Seyer Is. | E b | Sikri, or Fattipour | I n |
| Saumapetta Pass. twenty-seven miles S. W. from Dalmacherry | Y n | Sgigatche, or Jicksec | F z | Silhet | M b |
| Saunkley | P k | Shab-ul-dien's fort | E f | Sillee | N u |
| Sautgud | Z n | Shahdurra | E h | Sindah R. | K o |
| Sealkot | D h | Shajehanpour | I p | Sinde R. or Indus source | A i |
| Secanderpour | I m | Shalore. See Jalour. | | ——— mouth | M a |
| Secola | E c | SHAW ALLUM, his Terrs. See Great Mogul. | | Sinde, gulf of | N c |
| Secundra | H n | Shawabad (in Panjab road) | G l | SINDE-SAKUR Doab | F f |
| Secunderpour | K t | ——— (in Rohilcund) | I p | SINDIA MADAFEE, his Terrs. | M m |
| Securah | L p | ——— (in Malwa) | L m | Sindkerah | P i |
| Sedhout. The same as Cuddapah. | | | | Sindole | Q s |
| Serbgunge | L z | Shawnawaz | F f | SINDY | L c |
| Seedley | I w | Shawpour (ancient capital of Berar) | Q o | Sindy, desert of | M d |
| Seerpour | M z | Shask | R i | Singarpetty | Z n |
| Seerway | Y n | Shazadpour | M z | Singboom | O u |
| Segargium | G y | Sheergotty | M t | Singhya | L u |
| Segipire | U h | Sheerpour | L a | Singiconda | W o |
| Sehoual | G g | Sheik Furred's Tomb at Adjodin) | G g | Singpour | N q |
| Sehuan | K d | Sheik Peer's Tomb (Sindy) | M a | Singrapilly | T s |
| SEIKS, country of | F g | Shekoabad | I n | Singrecotah | ibid. |
| SEISTAN, or SIGISTAN | D a | Shelopgur | Z o | Singur | S h |
| Selim | A n | Shencotah | C m | Siscotticlay | D p |
| Seminagur | H q | Sherbeto Mt. | A c | Sipa | H u |
| Sengare R. | E q | Shetabava | B o | Sipeler | W q |
| Septong | F z | Shevagunga | C n | Sipparry | L m |
| Sera. See Sirripy. | | | | Siranci (in Delhi) | G l |
| Ser. mpour | M w | | | ——— (in Guzerat) | N f |
| | | | | Sirhind | F k |
| | | | | Siri | H d |
| | | | | Sirian | U g |
| | | | | Sir- | |

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| Sirjapour | S n | Subramanny Gauts | Z k | Tanda, or Tanrah | M y |
| SIRINAGUR | - F l | Subunreka R. | O w | TANJORE | B o |
| Sirinagur (in Bundel- | | Suckaltal | G n | Tanjore | - <i>ibid.</i> |
| cund) | - L o | Sufferdam | S g | Tankia | - G x |
| Sirong | - M m | Suisoob. See Kooshab. | | Tanna | - R g |
| Sirripy | - Y l | Sukeryporam | B l | Tannafur | G l |
| Sitang R. | T b | Sukor | - I e | Tanore | - A l |
| Sitawaca | - E p | Sultanpour (in Oude) | | Taptee R. | P h |
| Sitpour | - H e | | K r | Taringafong | H e |
| Sittarah. See Satta- | | —— (in Panjab) | F i | Tarrapour (in Malwa) | |
| rah. | | Sumbul, or Sambal | H n | | O k |
| Sitragally | X l | Sumbulpour | P s | —— (in Concan) | R g |
| Skanderbad | K m | Sundeeep I. | O b | Tassafudon | I z |
| Soane R. source | N r | Sunderbunds | O z | Tatta | - M b |
| Soangur | P h | Sunnagur | Q s | Tavai | - X i |
| Soffergam | F p | Sunpat | - H m | —— Island | Y b |
| Sohagepour | N q | Surajepour | K p | Taudekonda | T o |
| Solagur | - L b | Surat | - P g | Taudoon | E k |
| Solour | - Y n | Surbilsah | N m | Taujepour | L y |
| Sollapour, or Sourapour | | Surow | - P w | Taule | - Z m |
| | U m | Surfutti | - G l | Taundah | K r |
| Somalpet | Q n | Surusti | - H i | Tayoor | - A l |
| Sombrere Channel | E e | St. Susan's Is. | B i | Teek Forests (in Pegu) | |
| Sonepour, or Jonepour | | Sufung | - L a | | R f |
| | Q s | Sutalury | - O a | —— (in Gol- | |
| Sonergong | N a | Sutuluz, or Setlege R. | | conda) | T q |
| Sooderrah | E h | (ancient Hyphasis) | | —— (near Basseen) | R g |
| Soohage | - L q | | G e | Teefta R. | I x |
| Soojanhy Pafs | P w | Swalley | - P g | Tegapatam | D m |
| SOONDA | W i | Swingow | S m | Tehaurah | G i |
| Soopour | - I t | Sydabad | - I n | Tehoudsong | I g |
| Soormah R. | M c | Sydaporum | X o | Tellicherry | A k |
| Soory | - N x | Syampilly | U o | TELLINGANA | T m |
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| SORAT | N c | T. | | Tepten | - F y |
| Soultanpour | T m | TACPOY | H d | Terriagully | L x |
| Sourampetta | U o | Tademeri | X m | Terriore | - A n |
| Sourapour, or Sollapour | | Tail R. | - Q q | Teschar | - F l |
| | U m | Taliada | - T p | Tetwarrah Gaut | N p |
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| SOWHAD | B g | Tamba | - T h | —— little | B i |
| Spampette | T n | Tambrei | - C m | Tiberhind | H k |
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| —— (northern circars) | S t | Tritany | Y o | Vingorla | U i |
| Tilbanna | G h | Tritchinpolly | B n | Visagapatam | T s |
| Timapet | U n | Trivadi | A o | VISIAPOUR, or Bejapour | T i |
| Timerycotta | U o | Trivalore | B o | Visiapour | T k |
| Tinevelly | D n | Trivatore | Z o | Vizapour | R i |
| Tingrecotah | A n | Tubbāuleh | E i | Vizianagram | T s |
| Tingri | G y | Tuclear | D m | Vizianagur | R t |
| Tiperah | N b | Tull | A d | Vizindruck, or Delbatta | T h |
| Tiffiah | N t | Tulloom | F i | Vizirabad | E h |
| Todah | L l | Tulowgom | S h | Umbeer | K l |
| Toglocpour | G l | Tulon | G x | Umbella. See Amballa. | |
| Tolagee | P f | TURAN | G c | Unkei-Tunkei | Q i |
| Tolnani | P k | Turincourchy | B n | Volconda | A o |
| Tomar | N u | Turki | K u | Upella-Chanderaghery | S o |
| TONDIMAN | B n | Turkpour | E f | Upparah | T r |
| Tondow | I z | Turlah | S t | Uptha, or Apatha | S h |
| Tondi, or Tondy | C o | Tutacorin | D n | Urculliconda | Y n |
| Tongebadra, or Tongebroda R. | X k | U. | | Uroll | I n |
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| Toodiguntla | T q | Vaēlue | F q | Wagnagur | P f |
| Toong | S h | Valdore | Z o | Warangole | S o |
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| TRAVANCORE | C m | Vencatygherry | Z n | Woodamadum | T q |
| Travancore | D m | ——— <i>Pass, 17</i> | | Woodgur. See Edghir. | |
| Tricolore | A o | miles W. from ditto. | | Woratta | T r |
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| Trinomalee | Z o | Ventapollum | W p | Worriorepollum | A o |
| Tripanty Pagoda | W o | Ventre | U q | Yala- | |
| Tripaffore | Y p | Veracundalore | Y o | | |
| Tripatoor (in Barra-maul) | Z n | Veramallee | B n | | |
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| Yalamoody | C n | Yullaleah, or Gelali | Zelon | - | F b |
| Yale | F q | Mt. | - | | R i |
| Yanam | U r | YUNAN | L k | | O h |
| Yanangong | Q g | Yuntchian | ibid. | | T h |
| Yandaboo | O b | | Zogor | - | G y |
| Yankeon Mts. | G x | Z. | Zuenga | - | ibid. |
| Yehenagur | E i | Z. Cape | - | | Zufferabad. See Jaf- |
| Yehungsehaul | F g | ZABEDA CAWN, his | fierabad. | | |
| Yelafuram | U n | Terra. | - | | G l |
| Yelcour | Y o | Zarera | - | | X p |

F I N I S.

A D D E N D A.

| | | | | |
|---------------------|-------------------------|----------------------|------|-----|
| A UTERWUZY | thirteen miles east | Oolpar | - | P g |
| | from Broderah | Pattergur | - | G n |
| Budowly | Q g | Retna Gheriah. | Sup- | |
| Chicoly | P h | posed to be the same | | |
| Culwab. | Q h | as Antigherrya. | | |
| It lies oppo- | NADERBAR | Soncleterra | - | P g |
| site Tanna, on Sal- | P h | Veriow | - | P g |
| fette. | N.B. This Circar | Verfavee | - | P h |
| Cuttore | was formerly reckoned | | | |
| Kimoud. | to the foubah of Malwa, | | | |
| It lies about | but now to Candeish. | | | |

E R R A.

E R R A T A.

- Page 4, Line 7—read *Tellingana*.
 7, line the last—read 1780.
 8, Note, line 2—for 350, read 250.
 , —, line 3—for *St. Croix*, read *de la Croix*.
 9, —, line 8, and throughout the Book, for *Dowe*, read *Dow*.
 10, line 8—dele *of*.
 18, line 24—read *Burbanpour*.
 20, Notes, line 5—read *which place is 1' east from Calcutta*.
 31, line 21—for 41, read 42.
 36, line 13—after *Hindooftan*, add, *and on the north, by the first ridge of mountains towards Bostan*.
 41, last line—read *round*.
 54, line 6—read *Toulonba*.
 55, Notes, line 6—read *Toulonba*.
 65, line 9—for *Amedabad*, read *Amednagur*.
 —, Notes, line 7—for *Mr. Smith's observations*, read *Mr. Smith's map*.
 91, line 14—read *sources*.

INDEX of NAMES
TO A
MAP of HINDOOSTAN;
OR THE
MOGUL'S EMPIRE:

With an Account of the General Division of that Country, into Provinces or States; Tables of Distances between the principal Towns; and three supplementary Plates, containing Additions, Corrections, and Explanations.

By JAMES RENNELL, F. R. S.
Late MAJOR of ENGINEERS, and SURVEYOR GENERAL in BENGAL.

From *Samarcand* by *Oxus*, *Temir's Throne*,
To *Agra* and *Labor* of Great *Mogul*,
Down to the *Golden Chersonese*—
And utmost *Indian Isle Taprobane*.

MILTON.

These objects cannot be obtained solely by means of the wealth of individuals; they require also the patronage and encouragement of Monarchs.

AYIN AKBAREE, Vol. I. p. 326. Eng. Translation.

L O N D O N:

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EXPLANATION of the COLOURING of the M A P.

The Colours are used to point out the Boundaries of the States now actually existing in Hindoostan, and these are divided into six Classes, (*viz.*)

| | | | | |
|----------|---|---|---|---------|
| CLASS I. | The BRITISH POSSESSIONS; or those of the EAST INDIA COMPANY, distinguished by | - | - | RED. |
| II. | The POWERS in ALLIANCE with the COMPANY, by | | | YELLOW. |
| III. | The MAHRATTA States, by | - | - | BLUE. |
| IV. | The NIZAM'S Territories, by | - | - | ORANGE. |
| V. | TIPPOO SAIB'S, by | - | - | PURPLE. |
| VI. | OTHER STATES in general, by | - | - | GREEN. |

The following are the Territories comprized in each Class.

I. BRITISH POSSESSIONS.———RED.

1. Bengal and Bahar, with the Zemindary of Benares.
2. Northern Circars.
3. Jaghire in the Carnatic.
4. Bombay, Salsette, &c.

II. BRITISH ALLIES.———YELLOW.

1. Azuph Dowlah. Oude.
2. Mahomed Ally. Carnatic.

III. MAHRATTA States.——BLUE.

POONAH Mahrattas.—*Deep BLUE.*

1. Malwa.
2. Candeish.
3. Amednagar or Dowlatabad
4. Viliapour.
5. Part of Guzerat.
6. ——— Agra.
7. ——— Agimere.
8. Allahabad.

TRIBUTARIES.—*Deep BLUE.*

1. Rajah of Joinagur.
2. ——— Joudpour.
3. ——— Oudipour.
4. ——— Narwah.
5. ——— Bahdoriah.
6. Part of Bundelcund.
7. Mahomed Hyat. Bopaltol.
8. Furry Sing. Amedabad.

BERAR Mahrattas.—*Light BLUE.*

1. Berar.
2. Orissa.

TRIBUTARIES.—*Light BLUE.*

1. Bembajee.
2. Gurry-Mundlah.

IV. NIZAM-ALLY, Soubah of the DECCAN.——ORANGE. Golconda, Beder, &c.

V. TIPPUR SAIB.——PURPLE.

Myfore, Bednore, and Canaree.

VI. OTHER STATES in general.——GREEN.

1. Shah Allum, the Mogul. Delhi.
2. Zabeda Cawn. Delhi.
3. Successor of Nudjuff Cawn. Agra.
4. Jats. Mewat, &c.
5. Seiks. Moulton and Sindy.
6. Abdalli. Cabul, and Candahan.
7. Pattan Rohillas. Furruckabad.
8. Rana of Gohud, or Ghod.
9. Part of Bundelcund.
10. Rewar, &c.
11. Singboom.
12. Adoni, and Rachour.
13. Travancore.

GEOGRAPHICAL DEFINITION
OF
H I N D O O S T A N;
WITH

Its general Division into PROVINCES or STATES.

Written in MDCCLXXXII.

BY HINDOOSTAN, Europeans in general have understood the tract lying between the rivers Ganges and Indus, on the east and west; the Thibetian and Tartarian mountains on the north; and the sea on the south. But, strictly speaking, the extent of Hindoostan *proper* is much more circumscribed than these limits convey an idea of. For, although it has indeed the Indus, and the mountains of Thibet and Tartary for its western and northern boundaries; yet, on the south, according to the Indian geographers, it is bounded by the countries of the Deccan; so that the whole peninsula * to the south of a line drawn nearly from Balasore to Broach, is not reckoned Hindoostan. On the other hand, the Ganges was improperly applied as an eastern boundary, as it intersects in its general course, some of the richest provinces of the empire; whilst the Burrampooter, which is much nearer the mark, as an eastern boundary, was utterly unknown. The addition of these lands to the geographical definition of Hindoostan, bear, however, a trifling proportion to those taken from it in the peninsula. In this circumscribed state, its extent is about equal to France,

* I have called this tract the peninsula, in conformity to the general practice; for, properly speaking, the term can no more be applied to it, than to Turkey in Europe.

Germany,

Germany, Bohemia, Hungary, Switzerland, Italy, and the Low-countries collectively; and the peninsula is about equal to the British islands, Spain, and Turkey in Europe.

I shall not attempt to trace the various fluctuations of boundary that took place in this empire, according as the seat of government was removed from Gazna to Delhi, to Lahore, to Agra, or to Canoge, as suited the politics of the times. It is sufficient for my purpose to impress on the mind of the reader, that the provinces of Hindoostan proper have seldom continued under one head during a period of twenty successive years, from the earliest history, down to the reign of Acbar in the 16th century. Malwa, Agimere, Guzerat, and Bengal, were, in turn, independent; and sometimes the empire of Delhi was confined within the proper limits of the province itself. Nothing less could be expected, where some parts of the empire were 1000 miles distant from the seat of Government; and accordingly, the History of Hindoostan is one continued lesson to Kings, not to grasp at too much dominion; and to mankind to circumscribe the undertakings of their rulers.

During the long reign of Acbar in the 16th century, the internal regulation of the empire was much attended to. Enquiries were set on foot, by which the revenue, population, produce, religion, arts, and commerce of each individual district was ascertained, as well as its extent and relative position. All these interesting and useful particulars, were, by Abul Fazil, collected into a book called the * *AYIN ACBAREE*, or *INSTITUTES OF ACBAR*; and which, to this day, forms an authentic register of these matters. Acbar began by dividing *HINDOOSTAN PROPER* into eleven soubahs † or provinces, some of which were in extent equal to large European kingdoms. The soubahs were again divided into *Circars*, and these sub-divided

* It appears that I was misinformed with respect to the Title of Abul Fazil's Book, when I printed the former Edition.

† It is probable that Acbar might have changed the boundaries of some of the old soubahs, by adding or taking away certain circars, by way of rendering each province more compact, and the provincial capital more central to the several parts of it.

into-

into *purgunnahs*. If I was to apply English names to these divisions, I should style them kingdoms (or vice-royalties) counties, and hundreds*. The names of the eleven soubahs were Lahore, Moultan, (including Sindy) Agimere, Delhi, Agra, Oude, Allahabad†, Bahar, Bengal, Malwa, and Guzerat‡. A 12th soubah, that is Cabul, was formed out of the countries contiguous to the western sources of the Indus, and included Candahar and Gazna; and three new ones were erected out of the conquests in the Deccan: viz. Berar, Candeish, and Amednagur; in all fifteen.

A slight inspection of the map will afford more information respecting the relative positions of these soubahs to each other, and to the adjacent countries, than whole sheets of writing. It may be necessary however, to make a few remarks on the boundaries of those soubahs that bordered on the Deccan, in order to understand the extent of the new conquests.

Guzerat, then, extended southward to Damaun, where it touched on the district of Baglana, a division of Amednagur.

Malwa extended to the south of the Nerbudda river; and an angle of it touched on Baglana and Candeish on the south-west and south, and on Berar on the east. The Nerbudda formed the rest of the southern boundary of Malwa, and also of Allahabad. The government of Bengal extended to Cattack || and along the river Mahanada; but the soubah of Orissa appears not to have been formed at that time.

Of the newly erected soubahs in the Deccan, § Candeish the smallest of them, occupies the space between Malwa on the north, Berar on the east, and Amednagur on the west and south.

Berar, according to the present definition, has Allahabad and Malwa on the north; Candeish and Amednagur on the west,

* Few circars are of less extent than the largest English counties.

† Called also Illahabad.

‡ Guzerat is by some of the Hindoos considered as lying without the limits of Hindoostan. Vide Berar Rajah's letters.

|| Called also Cuttack.

§ Named by Acbar, DANDERISH, in honor of Prince Danial; but at present it bears its old name.

Tellingana and Golconda on the south; and Orissa on the east. I apprehend that only the western parts of Berar were reduced by Acbar.

Amednagar*, the southmost of Acbar's soubahs, had Candéish and Malwa on the north; the Gatte, or Balagat mountains on the west; Bejapour (or Viliapour) and Tellingana on the south; and Berar on the east. The limits of this soubah (Amednagar) are not defined in the Ayin Acbaree; and as Acbar had wars in the Deccan during almost his whole reign, it may be supposed that its limits were perpetually fluctuating.

Tellingana, which in the Ayin Acbaree is called a circar of Berar, was probably possessed only in part by Acbar. The ancient Tellingana, of which Warangole † was the capital, comprehended most of the tract lying between the Kistna and Godavery rivers, known now by the name of Golconda.

Thus we have a standard for the geographical division of Hindoostan proper, in the time of Acbar; but for the Deccan in general, no authority on record has ever come to my knowledge. It appears that Acbar reduced the western side of the peninsula, as far down as the 18th degree of north latitude‡: and under his successors, the whole peninsula, a few mountainous and inaccessible tracts only excepted, was either entirely subjected, or rendered tributary to the throne of Delhi, and formed into one government under the name of the DECCAN§; which name, in its most extensive signification, includes the whole peninsula south of Hindoostan proper. However, in its proper and limited sense, I apprehend it means

* The capital of this soubah being originally established at the city of Amednagar, it gave name to the whole province, but the name of the fortress of Dowlatabad has in turn superseded it. In like manner the name of Tellingana has now given way to that of Golconda.

† Called Arinkill by Ferishta. The rampart of this place can still be traced, and shews that it must have been a place of vast extent.

‡ All the latitudes mentioned in this work being north of the equator; and all the longitudes east of the meridian of Greenwich; I shall in future mention only the terms latitude and longitude, leaving the species of each to be understood.

§ I do not mean to insinuate that the country in question *first* obtained its name of Deccan, under the successors of Acbar: on the contrary, it has been so distinguished from the earliest times. It signifies the South; as Poona does the East, when applied to Bengal and its dependencies.

only

only the countries situated between Hindoostan proper, the Carnatic, and Orissa; that is, the provinces of Candéish, Amednagar, Vissapour, Golconda, and the western part of Berar. It was under the reign of Aurengzebe, that the Empire attained its full measure of extent. His authority reached from the 10th to the 35th degree of latitude; and nearly as much in longitude; and his revenue exceeded 32 millions of pounds sterling, in a country where the products of the earth are about four times as cheap as in England.* But so weighty a sceptre could only be wielded by a hand like Aurengzebe's: and we accordingly find that in a course of 50 years after his death (which happened in 1707, after a reign of 49 years) a succession of weak Princes and wicked Ministers reduced this astonishing Empire to nothing. The conquest of the remote parts of the Deccan employed a considerable part of Aurengzebe's leisure towards the conclusion of his reign, and was at all times the favourite wish of his heart: his ancestors too, for several generations, had eagerly pursued the same object. It seems to have escaped their penetration, that the Deccan, with ample resources within itself, and possessing innumerable local advantages in point of security from an enemy without, was also situated at such a distance from the capital, as to hold out to its Viceroy the temptation of independence, whenever a favourable opportunity might offer.

* Mr. Fraser, in his *Life of Nadir Shah*, states the revenues of the Provinces under Aurengzebe, as follows:

| | Lacks of Rupees. | | Lacks of Rupees. |
|------------------|------------------|--------------------------|------------------|
| Delhi | 305½ | Orissa | 36 |
| Agra | 286½ | Cabul, and Cashmere | 97½ |
| Agimero | 163 | Malwa | 101 |
| Montian | 54 | Guzerat | 152 |
| Sindy | 23 | Berar | 153½ |
| Lahore or Panjab | 206½ | Candéish | 112 |
| Oude | 80½ | Dowlatabad, or Amednagar | 259 |
| Allahabad | 114 | Beder | 93½ |
| * Bengal | 131 | Hydrabad, or Golconda | 278½ |
| Bahar | 101½ | Vissapour | 269½ |

TOTAL—30 crores, 18 lacks of rupees, or about 32 millions of pounds sterling.

* Bengal is rated in the *Ayin Acharee* (towards the close of the 16th Century) at 149½ lacks; in *Sejah Cawn's Nabobship*, A.D. 1727, at 142½; and in 1778, at 197 lacks; net revenue.

Had the Deccan remained independent, the posterity of Tamerlane might still have swayed the sceptre of Hindoostan.

Having given this very general idea of the original division of India, I shall next endeavour to convey an idea of the present division of it, as far as respects the principal states, or the powers that have appeared on the political theatre since the establishment of the British influence.

The British nation possess, in full sovereignty, the whole soubah of Bengal, and the greatest part of Bahar; I say *the greatest part*, because I believe that there may be some purgunnahs on the south-west of little Nagpour, that were formerly classed as belonging to Bahar, but are now in the possession of the Mahrattas*. In Orissa we possess only the districts of Midnapour, the rest being entirely in the hands of the Mahrattas and their tributaries. These possessions contain about 150,000 square British miles of land, to which, if we add the district of Benares, the whole will be 162,000; that is, 30,000 more than are contained in Great-Britain and Ireland: and near eleven millions of † inha-

* This circumstance has been since ascertained by Col. Camac.

† The following is an account of (nearly) the quantity of land contained in the countries subject to the British Government, and to the British Allies in Hindoostan.

| BRITISH POSSESSIONS. | | | | |
|-----------------------------------|---|---|---------|----------------------|
| Bengal, Bahar, and part of Orissa | - | - | 149,217 | |
| Benares, &c. | " | " | 12,762 | |
| Northern Circars | - | - | 17,508 | |
| Jaghire in the Carnatic | - | - | 2,436 | |
| Bombay and Salfette | " | " | 200 | |
| | | | <hr/> | Square British miles |
| | | | | 182,122 |
| BRITISH ALLIES. | | | | |
| Oude, Allahabad and Corah | - | - | 33,770 | |
| Rohilcund, and Fyzoolah Cawn's | - | - | 11,036 | |
| Dec-Ah | - | - | 8,480 | |
| | | | <hr/> | |
| Carnatic in general | - | - | 41,650 | 53,286 |
| Tanjore | - | - | 4,350 | 46,000 |
| | | | <hr/> | |
| | | | TOTAL | 281,408 |

During the late contests, one Party reckoned the population of these countries at 30 millions; and the other adopted the calculation without examining it. Perhaps 20 millions is a number much nearer the truth; for if their proportion of inhabitants was equal to that of the most populous kingdom in Europe (which is far from being the case) it would not exceed 24 millions. Hence we may conclude, that political arithmetic is either very little understood, or very much abused.

bitants.

bitants. The total net revenue in 1778, was 250 lacks of sicca rupees; which, at 2s. 1d $\frac{1}{2}$ (the intrinsic value of the silver) is about 2,604,000l.*

The natural situation of Bengal is singularly happy with respect to security from the attacks of foreign enemies. On the north and east it has no warlike neighbours; and has moreover, a formidable barrier of mountains, rivers, or extensive waftes, towards those

* This sum includes the Salt and Custom-house Revenues; but the Charges of Collection are all deducted.

The following Estimate of the Company's net revenue in India in time of Peace, was laid before Parliament by the Court of Directors in February 1784. The rupees, however, being reckoned at 2s. 6d. increases the balance about 300,000l. beyond the intrinsic value of the silver.

BENGAL.

| | | |
|---|--------------|--------------|
| Land Revenue actually collected in 1781 | £. 3,838,389 | |
| Benares | 499,500 | |
| Oude Subsidy | 427,000 | |
| Salt, Opium, Post Office, and Mint | 464,800 | |
| | <hr/> | 4,779,689 |
| Deduct Charges of Collection, Nabob's Stipend, &c. | 1,125,000 | |
| Military Charges, on an average of the 11 years Peace preceding the War | 1,115,493 | |
| Civil Establishment, Marine, and Fortifications | 510,000 | Net Revenue. |
| | <hr/> | 2,750,493 |
| | | <hr/> |
| | | 2,029,196 |

MADRAS.

| | | |
|--|--------------|-----------|
| Land Revenue (including the Circars) and Customs | 600,000 | |
| Carnatic Subsidy | 280,000 | |
| Tanjore ditto | 160,000 | |
| | <hr/> | 960,000 |
| Deduct Military Charges | 600,000 | |
| Civil Establishment, Fortifications, and Quit-Rent for the Circars | 187,143 | |
| | <hr/> | 787,143 |
| | | <hr/> |
| | | 1,172,857 |
| | | <hr/> |
| | | 2,202,053 |
| At Bombay and Bencoolen the Expences exceed the Revenue by | | 276,000 |
| | | <hr/> |
| Net Revenue at 2s. 6d. per Rupee | £. 1,926,053 | |
| | <hr/> | |
| Net Revenue at 2s. 1 $\frac{1}{2}$ | 1,621,094 | |
| | <hr/> | |

From so ample an income, we may expect a speedy liquidation of the Company's debt; and finally, an increase of trade, and national revenue.

quarters, should such an enemy start up. On the south is a sea-coast, guarded by shallows and impenetrable woods, and with only one port (and even that of difficult access) in an extent of three hundred miles. It is on the west only that any enemy is to be apprehended, and even there the natural barrier is strong; and with its population and resources, aided by the usual proportion of British troops, Bengal might bid defiance to all that part of Hindoostan, which might find itself inclined to become its enemy. Even in case of invasions, the country beyond the Ganges would be exempt from the ravages of war, and furnish supplies for the general defence. But, with the whole revenue in our possession, the seat of war will probably be left to our own choice.

The Nabob of Oude (successor to Sujah Dowlah) possessed the whole foubah of that name, and the north-west part of Allahabad; to which, of late years, have been added the eastern parts of Delhi and Agra, till that time possessed by a tribe of Afghan Rohillas, and by the Jats. The Zemindary of Benares, which includes also the circars of Gazypour and Chunar, constituted a part of the dominions of Oude until the year 1774, when its tribute or quit rent of twenty-four lacks (since increased to forty) was transferred to the English. This Zemindary, which was lately in the hands of Cheet Sing, occupies the principal part of the space between Bahar and Oude, so that only a small part of the territory of the latter, touches Bahar on the north-west.

The dominions of Oude lie on both sides of the Ganges, occupying (with the exception of Fizula Cawn's district of Rampour) all the flat country between that river and the northern mountains, as well as the principal part of that fertile tract lying between the Ganges and Jumna, known by the name of Doab*, to within forty miles of the city of Delhi. In short, the British nation,

* Doab or Doabah signifies a tract of land formed by the approximation and junction of two rivers: that formed by the Ganges and Jumna rivers is called by way of eminence THE DOAB.

with

with their allies and tributaries, occupy the whole navigable course of the Ganges, from its entry on the plains, to the sea; which, by its winding course, is more than 1350 British miles.

The dimensions of Oude and its dependencies may be reckoned 360 British miles in length from east to west, and in breadth from 150 to 180. The capital is *Byzabad* on the river *Gogra*, and very near to the ancient city of *Audiah* or *Oude*. *

On the south-west side of the *Jumna*, and contiguous to the governments of *Oude*, *Benares*, and the *Mahrattas*, is *Bundela*, or *Bundelcund*, lately subject to *Rajah Hindooput*, but now divided amongst his descendants. It is a hilly tract of more than 100 miles square, and contains the famous diamond mines of *Panna*, and some strong fortresses, amongst which *Callinger* is the principal.

The territories of *Adjid Sing* are contiguous to *Bundelcund* on the west; to the *Berar* *Mahrattas* on the south, and to *Benares* on the east. It is nearly of the same extent as *Bundelcund*; and, like that, subject to the occasional depredations of the *Mahrattas*.

The territories of the *Rajahs* of *Ghod* and *Badoriah*, also adjoin to the new dominions of *Oude* on the south of the *Jumna* river, opposite *Erayah*. The former has the *Mahrattas* on the south, *Jeynagur* on the west, and the late *Nudjuff Cawn's* districts on the north. His territory is small; but within it is situated the famous fortress of *Gwalior*, taken from the *Mahrattas* by the British forces in 1780.

Contiguous to the western bank of the *Ganges*, and surrounded by the dominions of *Oude*, is a small district belonging to the *Pattan Rohillas*, of which *Furruckabad* is the capital. It is little more than thirty miles in extent.

Fizula Cawn, a *Rohilla* Chief, possesses the small district of *Rampeur* lying at the foot of the mountains beyond the *Ganges*. He is in effect tributary to *Oude*, by furnishing his quota towards an establishment for the common defence.

The country of *Zabeda Cawn*, successor to *Nijib Dowla*, an *Afghan Rohilla*, adjoins to the western bank of the *Ganges*, and

to

* Lucknow is the present Capital.

to the northern mountains; and extends as far to the west as Sirhind, and southward to Delhi; being about 180 miles long from east to west, and near half as wide. He has the Seiks on his western frontier; and, till of late years, the Jats on the south.

Shah Allum, the nominal emperor of Hindoostan, possesses the city of Delhi, and a small territory round it, which is all that is left remaining to the House of Timur*. Nudjuff Cawn's successor has, in like manner, the city of Agra; but neither of these are of any weight in the politics of Hindoostan.

The Jats, till within these few years, possessed the principal part of the soubah of Agra, and for some time fixed their capital at the city of that name, but they are now dispossessed of the Dooab, as well as most of the open country contiguous to the western bank of the Jumna, and have fallen back to the mountainous country beyond Mewan. I apprehend that the people named *Getes*, on whom Timur made war in his march from Batnir to Sammana, were a part of the Jats†.

The Seiks are the westernmost nation of Hindoostan: their territories begin at Sirhind, and extend westward to the Indus, the whole course of which from Attock to Sindy, with the low countries on both sides of it, is said to be in their possession: so that their dominions consist generally of the soubahs of Lahore (or Panjab) Moultan, and Sindy. They are said to consist of a number of small states, independent of each other in their internal government, but connected by a federal union||.

* The House of Timur, or Tamerlane, reigned over Hindoostan, with little interruption, more than 250 years.

† De la Croix's translation of Sherifedden's Life of Timur.

‡ The celebrated Mr. (now Sir William) Jones very ingeniously remarks, "that it is usual with the Asiatics to give the same names to the countries which lie on both sides of any considerable river." Thus the province of Sindy is divided by the Indus; Bengal by the Ganges; and Pegu by the Irrabatty. Egypt, in like manner, is divided by the Nile. Probably, the facility of access to either side, by means of a navigable river and an occasional foundation, subjected each of the divisions, formed by the course of the river, to the constant depredations of its opposite neighbour; till necessity produced a compromise, which ended in joining them in one community.

|| Dow. Vercell,

Timur Shaw, the successor of Abdalla, whose capital is Candahar, is in possession of Cabul, Seistan, and the neighbouring countries of Persia; which, altogether, form an extensive kingdom. The Indus is the general boundary of the *Abdalli* to the east. This government was erected by Abdalla, one of Nadir Shah's Generals, when his unwieldy empire, like that of Alexander, fell to pieces on the demise of the conqueror.

Joynagur, or Joinagur, a mountainous district of no great extent, is situated on the west of Agra, and between the districts of Ghod and Mewat. It is governed by a Rajah, whose capital is Joinagur. His vicinity to the Mahrattas has subjected his country to frequent ravages, but he has never been totally subdued by them.

Joudpour, or Marwar, adjoins to Jaynagur on the south-west, and is, in circumstances, nearly similar to Jaynagur; with this difference, that the district is more extensive, being near 200 miles from northeast to southwest. The river Pudder has its course through this country, which is a part of the soubah of Agimere, and for which Marwar is only another name; Meerta is the present capital.

Oudipour, or Cheitore, the country of the Rana, lies on the southwest of Joudpour, and borders on Guzerat and Malwa. The Rajah, like those of Joudpour and Jeynagur, is subject either to become tributary to, or suffer the attacks of the Mahrattas, his neighbours. Cheitore was the ancient capital; a place much celebrated for its strength, riches, and antiquity, when it was taken and despoiled by Acbar in 1567: Oudipour is the present capital.

Of the countries of Nagore, Pucanere-Jasselmere, Amercot, and those bordering on the lower part of the course of the river Puddar, we know little at present, except that they form a number of petty rajahships.

The Mahratta states occupy all the southern parts of Hindoostan proper, and a great part of the Deccan. Malwa, Berar, Orissa,
Can-

Candeish, and Vissapour; the principal part of Amednagar, (or Dowlatabad) half of Guzerat, and a small part of Agimere, Agra, and Allahabad, are comprized within their extensive empire; which extends from sea to sea, across the widest part of the peninsula; and from the confines of Agra northward, to the Kistna southward; forming a tract of about 1000 British miles long, by 700 wide.

This extensive country is divided amongst a number of Chiefs or Princes, whose obedience to the Paishwa, or Head, is, like that of the German Princes to the Emperor, merely nominal at any time; and, in some cases, an opposition of interests begets wars, not only between the members of the empire themselves, but also between the members and the Head. In fact, they are seldom confederated but on occasions that would unite the most discordant states; that is, *for their mutual defence*: for few occasions of foreign conquests or plunder, are of magnitude enough to induce them to unite their armies.

Was I inclined, I want ability, to particularize the possessions and situations of all the Chiefs that compose the Mahratta state. I shall therefore attempt only to mention the principal ones, or such as have appeared on the theatre of the present war.

The Paishwa, who is the nominal Head of the whole, resides at Poonah, which is situated at the southwest extreme of the empire, and about a hundred miles from Bombay. He possesses the principal part of Vissapour, Baglana, Dowlatabad (or Amednagar) the southern part of Candeish, and a small part of Guzerat. His portion of the Deccan is naturally very strong, particularly on the west side towards the sea, where a stupendous wall of mountains, called the Gaus, rises abruptly from the low country, called the Concan (or Cockun) supporting, in the nature of a terrace, a vast extent of fertile and populous plains, which are so much elevated as to render the air cool and pleasant.

The Paishwah's country, together with that of his immediate dependents and vassals, extends generally along the coast from the districts of Goa, to Cambay. Southward, he borders on Hyder Ally;

Ally; and eastward on the Nizam and the Rajah of Berar. On the north, he has Sindia and Holkar.

Sindia and Holkar divide by much the largest part of the rich and extensive foubah of Malwa. The former also possesses the northern part of Candesh, including the city of Burhanpour; and the northeast parts of Guzerat. On the north, his possessions in Malwa extend to Narwah, and to within 120 miles of the frontier of Oude *. His capital is Ougein (or Ugein) near the ancient city of Mundu, the capital of the Chilligee Kings of Malwa; and from whom both he and Holkar are said to be descended. Holkar's capital is Indoor, about thirty miles on the west of Ougein. Gungadar Punt possesses the district of Calpy, which borders on the Jumna (and, of course, on the new dominions of the Nabob of Oude) eastward; and on Sindia westward. And Ballagee, brother to Gungadur, has the district of Sagur, which lies between Sindia's eastern boundary and Bundelcund. Neither of these districts are equal, in extent, to the principality of Wales.

The Berar Rajah, Moodagee Boonslah, possesses generally the foubahs of Berar and Orissa. On the west, his territories border on the Paishwah's; on the south, on the Nizam's; and on the north, on Mahomed Hyat's (a Pattan Rajah) Nizam Shah's, and Ajid Sing's. On the east, his territories in Orissa thrust themselves between the British possessions in Bengal, and those in the northern † circars; so as to occupy near 180 miles of the country adjacent to the sea, and, of course, to break the continuity of our possessions on the sea coast. Moodajee's dominions are very extensive, being from east to west 600 British miles, and 250 from north to south. He does not possess all this in full sovereignty; for Cattack, Ruttunpour, and Sumbulpour are little more than tributary, and are

* During the present war, Colonel Camac penetrated from that side to the city of Strong, more than 100 miles within Sindia's frontier.

† These circars, or provinces, were originally denominated from their position in respect to Madras, on which they depend: and the term *northern circars* has at length been adopted by the English in general.

governed by his brother Bembajee. We know less of the interior parts of Berar, than of most other countries in Hindoostan; but, by what we do know, it does not appear to be either populous or rich. Nagpour is the present capital *, and the residence of Moodajee; and it is situated about midway between Bengal and Bombay.

Cattack, the capital of Orissa, is a post of consequence on the river Mahanada, as it lies in the only road between Bengal and the northern circars; and the possession of this city and its dependencies, gives the Berar Rajah more consequence in the eyes of the Bengal government, than even his extensive domain and central position in Hindoostan.

Rajah Nizam Shah, of Gurry Mundlah or Baundhoo, is tributary to Berar.

Futty Sing Guicawar (or Gwicker) who has been our ally during the Mahratta war, has, by us, been put in possession of Amedabad and Cambay, together with the districts in general bordering on and lying north of the river Mibie; which river serves as a common boundary between his district of Amedabad, and ours of Broach †.

These are the principal of the countries reduced into the form of governments by the Mahratta chiefs: but so habituated are they to rapine and plunder, that few of the neighbouring states, but have, at one period or other, felt and acknowledged their power. Bengal and Bahar were, for a considerable time, subjected to a regular tribute; and the Carnatic, Myfore, the Nizam's provinces, the Dooab, Bundelcund, and the southern parts of Delhi, have been frequently overrun. Their predatory excursions sometimes carried them 1200 miles from their capital. But the battle

* Shahpour was the ancient capital, according to Ferishta. The *Ayin Acharee* says that Berar was formerly named *Wewatke*; and it is remarkable that Pliny mentions the same country under the name *Varetate*: and says that it is strong in cavalry and infantry, but keeps no elephants for war.

† By the late treaty of Peace with the Mahrattas, we have restored to them all our conquests in Guzerat; and a new partition has taken place between them and Futty Sing, the particulars of which I am not informed of. 1785.

of Panniput in 1761, has induced a degree of caution in their military enterprizes. This battle was decisive of the pretensions of the Mahrattas as Hindoos, to universal empire in Hindoostan; and which they at this time found themselves strong enough to dispute with the Mohamedans. They lost the flower of their army, together with their best Generals; and from that period their power appears to have been on the decline. Shut out of Bengal, Oude, and the Carnatic by the British arms, and out of Myfore by Hyder's, their field of action has been much circumscribed; and the present war with the British power has discovered their weakness to all Hindoostan.

Of the five northern circars, Cicacole, Rajamundry, Ellore, and Condapilly *, are in the possession of the English; and Guntoor is in the hands of the Nizam. The four first occupy the sea coast from the Chilka lake on the confines of Cattaek, to the northern bank of the Kistna river; forming, comparatively, a long, narrow strip of country, 350 miles long, and from 30 to 70 wide. The nature of the country is such as to be easily defensible against an Indian enemy, it having a barrier of mountains and extensive forests on one side, and the sea on the other; the extremities only being open. Its greatest defect is in point of relative situation to Bengal and Madras, it being 350 British miles from the first, and 250 from the latter; so that the troops destined to protect it, cannot be reckoned on, for any pressing service that may arise at either presidency. The circars, in point of strictness, appertain partly to Golconda (or the Deccan) and partly to Orissa; and are held of the Nizam on condition of paying him a stipulated quit rent.

The possessions of the Nizam, or soubah of the Deccan (the descendant of the famous Nizam al Muluck) comprize the province of Golconda, and the eastern part of Dowlatabad; that is, the ancient province of Tellingana, or Tilling, situated between the lower parts of the courses of the Kistna and Godavery rivers.

* Condapilly circar is written in the revenue books. Mullapha-Nuggur; and Guntoor, Mortizanagur.

The Nizam has the Faishwah, or the Poonah Mahratta on the west; the Berar Mahratta on the north; the northern circars on the east; and the Carnatic, Bazalet Jung, and Hyder Ally on the south. I am not perfectly clear in my idea of his western boundary, which, during his wars with the Mahrattas, was subject to continual fluctuation: but I understand generally that the river Beemah and the Visiapour mountains form his present boundary, from the Kistna, westwards to within 130 miles of Poonah; from which point it falls back to the banks of the Godavery river, below Aurungabad: and that the Godavery itself forms nearly his northern boundary*. His capital is Hyderabad, or Bagnagur, situated on the Moussi river, near the famous fortress of Golconda.

The districts of Adoni and Rachore are in the hands of Bazalet Jung (brother to the Nizam) but are held of the Nizam. The Sourapour, or Sollapour Rajah, on the west of the Beemah river, together with some other Rajahs, are his tributaries.

Probably the Nizam's own proper domains, exclusive of his tributaries and feudatories, are not in extent more than 280 miles in length, by 160 wide. Till he took possession of the Guntoor circar in 1780, his dominions nowhere touched on the sea coast.

The Guntoor circar (called also Mortizanagur and Condavir) occupies the space between Condapilly, the southernmost of our four circars, and the northern part of the Carnatic; extending along the sea coast of the bay of Bengal near fifty miles. The possession of this district to the English, would have been extremely eligible, as well for the purpose of shutting out the French nation from the Deccan, as to keep open a communication with the northern circars, and to preserve the continuity of our possessions, and those of our allies.

The dominions of the Nabob of Arcot, or the Carnatic, commence on the south of the Guntoor circar, and extend along the whole coast of Coromandel to Cape Comorin. It must be understood that I mean here to include Tanjore, Marrawar, Trichino-

* The Ellichpour district also belongs to the Nizam; but is tributary to the Mahrattas, who receive a fourth part of its revenue.

poly, Madura, and Tinevelly; all being appendages of the Carnatic. Under this description, the Carnatic is not less than 570 British miles in length from north to south, but no where more than 110 wide, and commonly no more than 80. Such a long narrow tract of country, bordered by an active and powerful enemy, must always be subject either to have its distant provinces cut off from its assistance; or, by dividing its force for their separate defence, the safety of the whole endangered.

The Carnatic anciently comprized all that part of the peninsula that lies south of the Gondegama and Tongebroda rivers, from the coast of Coromandel eastward, to the Gaut mountains westward, and was divided into *Balla Gaut* and *Payen Gaut*, or the upper and lower Gauts*; the former being the western part, and containing the districts which now compose the country of Hyder Ally: and the latter, the eastern part, or the Carnatic according to its present definition.

The British possessions in the Carnatic are confined to the tract called the Jaghire, which does not extend much more than forty miles round Madras.

The dominions of Hyder Ally, who formerly shared the Carnatic with the Nabob of Arcot, and now contests the remainder, begin on the west of the ridge of mountains beyond Dalmacherry, Sautgud, and Attore; and extend southward to Travancore and Madura; northward to Soonda and Vissapour, (inveloping Adoni, the territory of Bazalet Jung) northeastward to Guntoor and Ongole; and westward to the sea. They comprehend, generally, the provinces of Myfore, Bednore, Coimbertore, Canaree, and Dindigul; besides his late conquests to the northward, which are Chitteldroog, Harponelly, Sanore-Bancapour, Roydroog, Gutti, Condanore, Canoul, and Cuddapah†.

* Gaut or Ghaut, signifies either a pass through mountains, or a landing-place on the bank of a river. In the former sense, the term has been applied to the Carnatic, which is divided by ridges of mountains, abounding with passes and defiles.

† By the treaty of Paris, Hyder was to retain only his *ancient* possessions.

Hyder's

Hyder's present territory exceeds very considerably, both in extent and revenue, that of his rival the Nabob of Arcot: but probably it will, for a long time, require a Prince of Hyder's talents, to prevent a state, composed of such discordant parts, from falling to pieces. It appears not improbable, that, on Hyder's death, the division of the peninsula will undergo a considerable change; in which case, the Mahrattas may become nearer neighbours to us, than they are at present.

The dimensions of Hyder's territories are at least 400 British miles in length from north to south, and in breadth from 290 to 130; he having by much the largest share of the peninsula.

If an Englishman casts his eye over the map, and compares the extent of the dominions of the Mahrattas and of Hyder Ally collectively, with those of Great Britain and her allies, his pride will hardly suffer, on the result of the comparison. Without entering into the abstract question concerning the propriety or necessity of the war, or the probable consequences of it, we must at least allow, that the exertions, which have been made towards the support of it, have been astonishing. One army sent from the banks of the Ganges across the continent, to counteract the designs of the French in the Deccan, and another to restore our drooping affairs in the Carnatic, are wonderful efforts; and will live in history, when the effects of them may cease to be felt.

THE death of Hyder Ally * happened about the time that the above was written: and the subsequent defection of Bednore, however it might terminate, seems to confirm what has been asserted concerning the dissaffected state of his chiefs. But the peace of

1783,

* The Character of the late Hyder Ally appearing to me to be but little understood in this part of the world, I have ventured to attempt an outline of it, altho' this sort of painting is by no means my talent. I always in my own mind called Hyder the FARRUKH of the East;

1783, so opportune to our interests in the peninsula, has also given to the successor of Hyder an opportunity of turning his thoughts towards the regulation of the internal government of his country. So vast an army as Hyder brought into the field, could not long be supported in it, by the revenue of Mysore alone; and the Carnatic was quite exhausted. Anticipation of revenue in Asiatic governments has an immediate destructive effect; and therefore cannot often be repeated. Hyder saw the necessity of quitting his ambitious projects, a long time before his death; and probably would never have pursued them, had he not expected a more early and effectual co-operation on the side of the French; with whose assistance he hoped to effect our expulsion in a campaign or two. But he became, perhaps, more jealous of the French than of the English; and had the Peace of Paris left the Carnatic in his hands, instead of Mohamed Ally's, the French would eventually have been on a worse footing than they are now likely to be: for he certainly never intended that they should assume any character in it, beyond that of merchants; although their object was the obtaining of a territorial revenue; without which, they well know, no European Power can easily effect any thing against another, already in possession of one.

The manner in which the war in India has terminated, has astonished all Europe, a part of Great Britain only excepted; for it is

East; and I trust, that the veteran Monarch and soldier to whom I have likened him in the brighter parts of his character, will not be offended at the liberty I have taken. Hyder's military success, founded on the improvement of discipline; attention to merit of every kind; contribution of the different tribes that served under his banners; contempt of flattery and ceremony, except what naturally arose from the dignity of his character; and his consequent economy in personal expences (the different habits of which, form the chief distinction of what is called Character amongst ordinary Princes) together with his minute attention to matters of finance, and the regular payment of his army; all these together, raised Hyder as far above the Princes of Hindoostan, as the great qualities of the Prussian Monarch have raised him above the generality of European Princes. Cruelty was the vice of Hyder: but we are to consider that Hyder's ideas of mercy were regulated by an Asiatic standard; and it is not improbable that he might rate his own character for moderation and clemency, as far above those of Tamerlane, Nadir Shah, and Abdallah, as he rated his discipline above theirs.

If Hyder's son Tippoo, is in future, to be our enemy, he promises to be almost as formidable a one as his father was.

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the misfortune of the generality of successful candidates for political or military fame in this country, to gain only the applause of one half of their countrymen. Truth ever flies the abode of party, which either sanctifies errors, or transforms them into delinquencies, as may suit the purposes of either side: and therefore was, as parties, must abide the judgment of our neighbours, on the conduct of MR. HASTINGS who planned, and of SIR EYRE COOTE who executed, the measure of wresting the Carnatic out of the hands of Hyder.

If the East Indies are worth preserving, the names of those who obtained, or secured, our dominions there, ought to be so too. Therefore, it would seem, that in order to do away the merits of the latter, some, of late, have found it necessary to depreciate the value of the former *. CLIVE was treated more like a man who had lost Thirteen Colonies, than one who had gained a kingdom; and nothing was wanting to compleat such a proceeding, but that the persecutor of Clive should be the very man who threw away the Colonies.

* It is curious to reflect that the same men who would have risked the loss of India, for the sake of securing a degree of ideal liberty to the natives, condescend notwithstanding to lend their assistance towards enslaving the poor Africans. Some declare that the advantages derived from our Indian possessions, be they what they may, ought to be relinquished rather than that the natives should suffer: but not a word is said about giving up the Sugar Islands, where myriads of poor Africans are held in iron bondage at three thousand miles distant from their native shores!—On the contrary, money is annually voted to provide the means of recruiting their numbers; or of supplying deficiencies, occasioned probably by the excess of bodily labour, or by the heart-breaking idea of being for ever torn from their dearest connections.

If we except the first class of natives in Bengal, who undoubtedly have lost their consequence by the change of masters, I know of no evils that the bulk of the people suffer by it, any more than the people of these kingdoms did, by the changes that took place in 1688, and 1714.

TABLES



TABLES of DISTANCES in HINDOOSTAN.

THE following Tables, will, it is hoped, be particularly acceptable, not only to those, who, for useful purposes may be desirous of calculating the time required for a courier or messenger to travel from one place to another; but also to those, who on the score of curiosity, or for the illustration of History, may wish to be informed of the distances between the principal towns in Hindoostan. This information cannot be obtained by the application of the compasses to the map, because the windings and inflections of the roads are not there taken into the account. The degree of winding of roads, in different countries, is, (*cæteris paribus*) according to the state of improvement, in which the roads are. In India, the roads are at best, little better than paths, and whenever deep rivers, (which in that country are frequent, and without bridges) morasses, chains of mountains, or other obstacles, oppose themselves to the line of direction of the road, it is carried round, so as to effect the easiest passage; and for this reason the roads there, have a degree of crookedness, infinitely beyond what we meet with in European countries, where bridges are laid over every considerable watercourse, and where hills are either levelled, or reduced to a convenient degree of acclivity; and after all, expences saved in many cases, by the difference of labour between the smoothing of the direct road, and the forming of a road on the natural level.

To accomplish the task above proposed, I first selected the names of such cities and other places as appeared likely to become objects of enquiry in future; and in so extensive a country, no less than 168 such places occurred. To have given the distance

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between every two places respectively, would not only have extended the Tables to an immoderate length (upwards of 14,000 distances occurring on the above number) but would have burthened the purchaser with much useless matter. For instance, although Jionpour has a political connexion with Oude, and Tanjore with Madras; and it may be necessary that the distance of each of these subordinate places from its superior, should be given: yet, as Jionpour and Tanjore stand in little or no relation to each other, it was of no use to give the distance between them. The same may be said of most of the other subordinate places.

The method, therefore, that I have followed, is this: I have chosen such places as appear to be of the greatest political consequence (such as the British Presidencies, and the Courts of the native Princes) and of which I reckon 12; and considering them as centres, have formed for each a separate Table, in which the distance from the central place to every other place of note, whose situation may be supposed to become a matter of enquiry, is inserted; the names following in alphabetical order. A page is allotted to each of these central places, which are AGRA, BENARES, BOMBAY, CALCUTTA, DELHI, HYDERABAD, MADRAS, NAGPOUR, OUDE, OUGAIN, POONAH, and SERINGAPATAM, and these also follow in the same order.

The Tables contain near 1000 distances; and although these are reckoned only from 12 different points, yet by attending to the particulars of each Table, a great many other distances may be found; as the communication between places, is usually by the medium of the capital towns that intervene. For instance, the distance between Arcot and Allahabad may be collected from the Tables of Hydrabad and Nagpour, as these places lie in the line of direction between the two former. Also, the distance between Patna and Aurungabad may be found by means of the Nagpour Table: and that from Mirzapour to Surat, by subtracting the distance
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of the one from the other, in the Benares Table. And by the same methods, the distances between most other places of note may be found. And in order to facilitate the search, and bring into one view the respective positions of the several places mentioned in the Tables, I have added a small Map.

To avoid repeating the distances between the 12 central or primary places, through every Table, they are inserted in that Table, alone, whose name stands first in the alphabet. Thus the distance between CALCUTTA and AGRA, will be found in the AGRA Table, and not in that of CALCUTTA.

With respect to the distances themselves, it must not be expected that they are in general critically exact; for altho' the positions of 8 out of the 12 primary places are determined with precision; and 3 out of the 4 remaining ones, very nearly; yet the intermediate roads have, in few instances (those between Bengal and Delhi excepted) been measured. These deficiencies could only be supplied by the computed distances; which, however, appear to come as near the truth in India, as in any country whatever: or where these have failed, by allowing such a degree of winding, as is found by experience to take place in a similar kind of country. The coss is always reckoned at one British mile and nine-tenths.

The length of a day's journey in Hindoostan is from 11 to 12 Cosses, or about 22 miles, for an ordinary traveller. But that of a courier, or professed messenger, may be reckoned at 30 or 32; and on occasions of emergency, even more; and that for a continuance of 15 or 20 days.

A regular post is established throughout the parts of Hindoostan subject to the East India Company, and also from Calcutta to Madras. The postmen always travel on foot. Their stages are commonly from 7 to 8 miles; and their rate of travelling within our own districts, about 70 miles in the 24 hours.

T A B L E I.

A G R A, to

| | British Miles. | | British Miles. |
|---------------------------------|----------------|---------------------------------|----------------|
| Agimere | 226 | Hurdwar | 217 |
| Allababad | 296 | Hydrabad <i>by Elichpour</i> | 786 |
| Amedabad | 534 | <i>by Nagpour</i> | 826 |
| Amednagur | 713 | Jagarnaut | 822 |
| Arcot | 1190 | Joinagur | 167 |
| Attock | 704 | Lahore | 478 |
| Aurangabad | 633 | Lucknow | 202 |
| Bareilly | 129 | Madras <i>by Elichpour</i> | 1149 |
| Beder | 801 | <i>by Nagpour</i> | 1189 |
| Benares | 379 | Mafulipatam | 831 |
| Bisnagur | 982 | Meerta | 256 |
| Bombay <i>by Burhanpour</i> | 848 | Mirzapour | 346 |
| <i>by Amedabad</i> | 858 | Moorshedabad | 826 |
| Burhanpour | 508 | Moulton | 580 |
| Cabul | 941 | Mundu | 418 |
| Calberga | 858 | Mysore. <i>See Seringapatam</i> | |
| Calcutta <i>by Moorshedabad</i> | 944 | Nagpour | 505 |
| <i>by Birboon</i> | 839 | Napaul | 424 |
| Calpy | 160 | Narwah | 127 |
| Cambay | 587 | Oude; <i>or Fyzabad</i> | 283 |
| Candahar | 976 | Ougein <i>by Sirong</i> | 414 |
| Canoge | 127 | Patna | 544 |
| Cashmere | 628 | Pondicherry | 1283 |
| Cattack | 805 | Poonah | 796 |
| Cheitore | 260 | Ramgaut | 74 |
| Corah | 184 | Ruttunpour | 513 |
| Dacca | 990 | Sattarah | 827 |
| Delhi | 117 | Seringapatam | 1213 |
| Dowlatabad | 628 | Sirong | 253 |
| Elichpour | 490 | Sumbulpour | 613 |
| Etayah | 71 | Surat <i>by Amedabad</i> | 680 |
| Fyzabad. <i>See Oude.</i> | | Tatta <i>or Sindy</i> | 887 |
| Goa | 1105 | Vishapour | 825 |
| Golconda | 781 | Warangole | 763 |
| Gwalior | 80 | | |

TABLE II.—BENARES to

| | British Miles. | | British Miles. |
|---------------------------|----------------|----------------------------|----------------|
| Agimere - - - | 567 | Gwalior - - - | 355 |
| Allahabad - - - | 83 | Aurdwar - - - | 500 |
| Amedabad - - - | 793 | Hydrabad - - - | 746 |
| Arcot - - - | 1106 | Jagarnaut - - - | 503 |
| Attock - - - | 1083 | Jionpour - - - | 42 |
| Aurangabad - - - | 740 | Indoor - - - | 580 |
| Balafore by Chuta Nagpour | 316 | Joinagur, or Jaëpour - | 528 |
| Bareilly - - - | 345 | Lahore - - - | 857 |
| Baroach - - - | 808 | Lucknow - - - | 189 |
| Beder - - - | 721 | Madras, by Hydrabad - | 1109 |
| Bidjigur - - - | 56 | Mafulipatam by Nagpour | 887 |
| Bilfah - - - | 425 | Meerta - - - | 594 |
| Bombay by Nagpour - | 1000 | Mindygaut - - - | 253 |
| by Burhanpour - | 984 | Mirzapour - - - | 32 |
| Bopaltol - - - | 468 | Monghir - - - | 255 |
| Burhanpour by Sirong - | 644 | Moorshedabad by Birboom | 417 |
| Buxar - - - | 70 | by Monghir | 477 |
| Cabul - - - | 1320 | Moultan - - - | 959 |
| Calberga or Kilberga - | 778 | Myfore. See Seringapatam | |
| Calcutta by Moorshedabad | 565 | Nagpour - - - | 425 |
| by Birboom - - - | 460 | Napaul - - - | 280 |
| Calpy - - - | 239 | Narwah - - - | 356 |
| Cambay - - - | 806 | Oude - - - | 130 |
| Candahar - - - | 1355 | Ougein - - - | 550 |
| Canoge - - - | 259 | Patna by Buxar - - - | 155 |
| Cashmere - - - | 1007 | Daadnagur - - - | 165 |
| Cattack, by Chuta Nagpour | 452 | Pawangur - - - | 736 |
| Chatterpour - - - | 237 | Pondicherry - - - | 1199 |
| Cheitore - - - | 550 | Poonah by Nagpour - | 926 |
| Chittigong - - - | 752 | Ramgaut - - - | 419 |
| Chunargur - - - | 17 | Rewah - - - | 133 |
| Corah - - - | 195 | Ruttunpour - - - | 275 |
| Dacca - - - | 601 | Sattarah - - - | 951 |
| Delhi - - - | 496 | Seringapatam - - - | 1171 |
| Dowlatabad - - - | 742 | Sindy, or Tatta - - - | 1210 |
| Ellichpour - - - | 514 | Sirong - - - | 389 |
| Etayah - - - | 308 | Sumbulpour - - - | 375 |
| Furruckabad - - - | 295 | Surat by Sirong and Ougein | 852 |
| Fyzabad. See Oude. | | by Burhanpour - - - | 904 |
| Ganjam - - - | 562 | Tanjore by Nagpour - | 1287 |
| Ghod, or Gohud - - - | 336 | Trichinopoly - - - | 1286 |
| Goa - - - | 1050 | Visagapatam - - - | 759 |
| Golconda - - - | 745 | Vifiapour - - - | 871 |
| Gurry-Mundlah - - - | 280 | | |

TABLE III.—B O M B A Y to

| | British Miles. | | British Miles. |
|--|----------------|--|----------------|
| Agimere | 690 | Jagarnaut | 1056 |
| Allahabad, <i>by Nagpour</i> | 977 | Jansi | 728 |
| Amedabad | 323 | Indoor <i>by Pawangur</i> | 450 |
| Amednagur, <i>by Poonah</i> | 181 | Joinagur, or <i>Jae pour</i> | 750 |
| Anjenga | 900 | Lahore | 975 |
| Arcot | 718 | Lucknow | 923 |
| Aurungabad | 260 | Madras | 767 |
| <i>by Poonah</i> | 284 | Mangalore | 522 |
| Baroach | 221 | Masulipatam | 686 |
| Basseen | 27 | Meerta | 640 |
| Beder | 426 | Mirzapour | 952 |
| Bednore | 448 | Moorshedabad | 1259 |
| Bijnagur | 406 | Moulton | 850 |
| Bopaltol | 516 | Mundu | 454 |
| Burhanpour <i>by Poonah</i> | 386 | Mysore. <i>See Seringapatam</i> | |
| <i>by Chandor</i> | 340 | Nagpour <i>by Poonah</i> | 599 |
| Calberga | 386 | <i>by Callian</i> | 575 |
| Calcutta <i>by Poonah</i> | 1301 | Narwah | 721 |
| Callian | 32 | Onore | 403 |
| Calpy | 821 | Ougein, <i>by Pawangur</i> | 479 |
| Cambay | 281 | <i>by Burhanpour</i> | 497 |
| Canoge | 889 | Oude, <i>by Poonah and Nagpour</i> | 1085 |
| Cashmere | 1125 | <i>by Burhanpour and Sirong</i> | 1013 |
| Cattack | 1039 | Patna <i>by Rewah</i> | 1141 |
| Chatterpour | 747 | Pawangur | 293 |
| Cheitore | 630 | Pondicherry | 553 |
| Cochin | 781 | Poonah | 98 |
| Corah | 853 | Ruttunpour | 784 |
| Damaun | 116 | Saler-Mouler | 177 |
| Delhi, <i>by Agimere</i> | 934 | Sattarah | 155 |
| <i>by Burhanpour</i> | 965 | Seringapatam | 623 |
| Dowlatabad | 258 | Sindy, or Tatta | 741 |
| Fyzabad. <i>See Oude</i> | | Sirong | 595 |
| Goa | 302 | Sumbulpour | 826 |
| Golconda | 480 | Surat | 177 |
| Gwalior | 768 | Tellicherry | 617 |
| Huffingabad Gaut | 500 | Vifiapour | 269 |
| Hydrabad | 485 | Vizrabuy or Vizarabie | 48 |

TABLE IV.—CALCUTTA to

| | British Miles. | | British Miles. |
|---------------------------------|----------------|------------------------------------|----------------|
| Adoni | 1054 | Candahar, <i>by Moorshedabad</i> | 1920 |
| Agimere <i>by Moorshedabad</i> | 1132 | <i>by Birboom</i> | 1815 |
| <i>by Birboom</i> | 1027 | Canoge, <i>by M.</i> | 824 |
| Allahabad <i>by M.</i> | 649 | <i>by B.</i> | 719 |
| <i>by B.</i> | 544 | Cashmere, <i>Capital of, by M.</i> | 1572 |
| Amedabad <i>by Ougein</i> | 1234 | <i>by B.</i> | 1467 |
| Amednagar | 1119 | Cattack | 251 |
| Anjenga | 1577 | Chatterpour <i>by M.</i> | 803 |
| Aracan | 475 | <i>by B.</i> | 698 |
| Arcot | 1070 | Cheitore <i>by M.</i> | 1116 |
| Affam, <i>Capital of</i> | 660 | <i>by B.</i> | 1011 |
| Attock | 1648 | Chittigong | 317 |
| Ava | 1150 | Chunargur, <i>by M.</i> | 574 |
| Aurangabad | 1017 | <i>by B.</i> | 469 |
| Bahar | 297 | Cicacole | 490 |
| Balafore | 141 | Comorin Cape | 1470 |
| Baroach, <i>by Nagpour</i> | 1220 | Condavir, or Guntoor | 791 |
| Bareilly <i>by M.</i> | 910 | Corah, <i>by M.</i> | 760 |
| <i>by B.</i> | 805 | <i>by B.</i> | 655 |
| Rasseen, <i>by Poonah</i> | 1317 | Dacca | 177 |
| Beder | 990 | Delhi <i>by M.</i> | 1061 |
| Bednore | 1290 | <i>by B.</i> | 956 |
| Bilfah <i>by Mundlah</i> | 862 | Dellamcotta | 344 |
| Bisnagar | 1130 | Dowlatabad | 1020 |
| Bopaltol, <i>by Mirzapour</i> | 929 | Ellichpour | 835 |
| <i>by Mundlah</i> | 884 | Ellore | 719 |
| Burhanpour, <i>by Nagpour</i> | 968 | Etayah, <i>by M.</i> | 873 |
| Buxar <i>by M.</i> | 485 | <i>by B.</i> | 768 |
| <i>by B.</i> | 408 | Furruckabad <i>by M.</i> | 860 |
| Cabul <i>by M.</i> | 1885 | <i>by B.</i> | 755 |
| <i>by B.</i> | 1780 | Ganjam | 369 |
| Calberga, <i>by the Circars</i> | 1028 | Gangpour | 393 |
| Calpy <i>by M.</i> | 804 | Ghod, or Gohud <i>by M.</i> | 888 |
| <i>by B.</i> | 699 | <i>by B.</i> | 783 |
| Cambay, <i>by Nagpour</i> | 1273 | Goa | 1300 |
| <i>by Mundlah and Ougein</i> | 1247 | Golconda | 920 |

CALCUTTA to

| | British Miles. | | British Miles. |
|------------------------------------|----------------|-------------------------------------|----------------|
| Guntoor. <i>See Condarvir</i> | | Napaul | 591 |
| Gurry Mundlah | 620 | Narwah <i>by M.</i> | 922 |
| Gwalior <i>by M.</i> | 910 | <i>by B.</i> | 817 |
| <i>by B.</i> | 805 | Oude, <i>by Moorshedabad and</i> | |
| Hurdwar <i>by M.</i> | 1080 | <i>Benares</i> | 695 |
| <i>by B.</i> | 975 | <i>by Birboom and Benares</i> | 590 |
| Huffingabad <i>Gaut by Nagpour</i> | 892 | <i>by Moorshedabad and A-</i> | |
| Hydrabad, <i>by Nagpour</i> | 1023 | <i>zingur</i> | 639 |
| <i>by the Circars</i> | 914 | <i>by Birboom and Azingur</i> | 562 |
| Jagarnaut | 311 | Ougein, <i>by Patna</i> | 1116 |
| Indoor, <i>by Mundlah</i> | 1021 | <i>by Nagpour</i> | 1050 |
| Joinagur, or Jaepour, <i>by M.</i> | 1110 | <i>by Mundlah</i> | 991 |
| <i>by B.</i> | 1005 | Patna, <i>by M.</i> | 400 |
| Lahore <i>by M.</i> | 1422 | <i>by B.</i> | 340 |
| <i>by B.</i> | 1317 | Pawangur | 1117 |
| Laffa | 850 | Pondicherry | 1130 |
| Lucknow <i>by M.</i> | 754 | Poonah, <i>by Nagpour</i> | 1203 |
| <i>by B.</i> | 649 | <i>by Circars</i> | 1301 |
| Madras | 1030 | Ramgaut, <i>by M.</i> | 984 |
| Madura | 1336 | <i>by B.</i> | 879 |
| Masulipatam | 764 | Rajamundry | 665 |
| Meerta, <i>by M.</i> | 1149 | Ruttunpour | 493 |
| <i>by B.</i> | 1044 | Sagur | 811 |
| Mindygaut, <i>by M.</i> | 818 | Sattarah, <i>by Nagpour</i> | 1232 |
| <i>by B.</i> | 713 | Seringapatam | 1218 |
| Mirzapour, <i>by M.</i> | 598 | Silhet | 325 |
| <i>by B.</i> | 493 | Sindy, or Tatta | 1602 |
| Monghir, <i>by M.</i> | 301 | Sirong, <i>by Benares</i> | 849 |
| <i>by B.</i> | 275 | Sumbulpour, <i>by Cattaek</i> | 440 |
| Moorshedabad | 118 | <i>by Chuta Nagpour</i> | 442 |
| Moultan, <i>by M.</i> | 1524 | Surat, <i>by Benares and Ougein</i> | 1309 |
| <i>by B.</i> | 1419 | <i>by Nagpour</i> | 1228 |
| Mundlah. <i>See Gurry-Mund.</i> | | Tanjore | 1235 |
| Myfore. <i>See Seringapatam.</i> | | Tritchynopoly | 1238 |
| Nagpour, <i>Great</i> | | Vifagapatam | 554 |
| <i>by Ruttunpour</i> | 702 | Vifiapour, <i>by Circars</i> | 1147 |
| <i>by Cattaek</i> | 711 | <i>by Aurungabad</i> | 1209 |
| Nagpour, <i>little</i> | 280 | | |

TABLE V,---DELHI to

| | British Miles. | | British Miles. |
|---|----------------|--|----------------|
| Agimere | 220 | Jagarnaut | 939 |
| Allahabad | 412 | Jionpour | 456 |
| Amedabad | 610 | Joinagur | 175 |
| Amednagur | 830 | Lahore | 361 |
| Aracan | 1420 | Lucknow | 279 |
| Arcot | 1307 | Madras, <i>by Ellichpour</i> | 1266 |
| Affam | 1318 | <i>by Nagpour</i> | 1306 |
| Attock | 587 | <i>by Burhanpour</i> | 1346 |
| Aurangabad | 750 | Masulipatam | 1084 |
| Bahar | 642 | Meerta | 272 |
| Bareilly | 142 | Mindygaut | 220 |
| Beder | 918 | Mirzapour | 463 |
| Bisnagar | 1099 | Moorshedabad | 943 |
| Burhanpour | 625 | Moultan | 463 |
| Cabul | 824 | Myfore. <i>See Seringapatam.</i> | |
| Calberga | 975 | Mundu | 490 |
| Calpy | 277 | Nagpour | 622 |
| Cambay | 663 | Napaul | 500 |
| Candahar | 859 | Narwah | 244 |
| Canoge | 214 | Oude | 359 |
| Cashmere | 511 | Panniput | 72 |
| Cattack | 922 | Patna | 661 |
| Cheitore | 304 | Pondicherry | 1400 |
| Comorin Cape | 1728 | Poonah | 913 |
| Corah | 301 | Ramgaut | 77 |
| Dacca | 1107 | Ruttunpour | 630 |
| Dowlatabad | 745 | Sattarah | 944 |
| Ellichpour | 607 | Seringapatam | 1330 |
| Etayah | 188 | Sindy or Tatta | 810 |
| Fyzabad. <i>See Oude</i> | | Sirong | 370 |
| Goa | 1122 | Sumbulpour | 730 |
| Golconda | 948 | Surat | 756 |
| Gwalior | 197 | Vifiapour | 942 |
| Hurdwar | 117 | Warangole | 880 |
| Hydrabad <i>by Ellichpour</i> | 903 | | |
| <i>by Nagpour</i> | 943 | | |

E

TABLE VI.—HYDRABAD to

| | British Miles. | | British Miles. |
|---|----------------|---|----------------|
| Adoni | 199 | Jaffierabad | 291 |
| Agimere | 789 | Jagarnaut | 615 |
| Allahabad | 699 | Janfi | 664 |
| Amedabad | 651 | Indoor | 531 |
| Amednagar | 336 | Ingeram | 259 |
| Arcot | 360 | Joinagur, or Jaepour | 799 |
| Aurungabad | 285 | Lahore | 1264 |
| Balafore | 773 | Lucknow | 791 |
| Bancapour (Sanore) | 283 | Madras | 363 |
| Bangalore | 366 | Madura | 627 |
| Baroach | 559 | Mahur, or Maör | 167 |
| Beder | 76 | Mangalore | 460 |
| Bednore | 332 | Masulipatam | 201 |
| Bilsah | 495 | Meerta | 752 |
| Bisnagur | 275 | Mitzapour | 714 |
| Bopaltol | 479 | Moorshedabad | 1005 |
| Burhanpour, <i>by Jaffierabad</i> | 368 | Mundu | 695 |
| <i>by Aurungabad</i> | 410 | Myfore. <i>See Seringapatam</i> | |
| Calberga | 114 | Nagpour | 321 |
| Calpy | 706 | Narwah | 659 |
| Cambay | 610 | Omrautty | 279 |
| Canoul | 110 | Ongole | 190 |
| Cattack | 667 | Oude | 807 |
| Chatterpour | 615 | Ongien | 525 |
| Cheitore | 692 | Patna <i>by Nagpour and Rewah</i> | 904 |
| Cicacole | 429 | Pondicherry | 453 |
| Combam or Cumumum | 157 | Poonah | 387 |
| Condanore | 176 | Rachour | 93 |
| Condavir | 137 | Rajamundry | 237 |
| Condapilly | 138 | Raolconda | 138 |
| Corah | 721 | Ruttunpour | 530 |
| Cuddapa | 233 | Sagur | 562 |
| Dalmacherry | 294 | Sattarah | 366 |
| Dowlatabad | 293 | Seringapatam | 316 |
| Ellichpour | 296 | Sindy or Tatta | 1069 |
| Ellore | 180 | Sirong | 533 |
| Fyzabad. <i>See Oude.</i> | | Sirripy | 340 |
| Ganjam | 555 | Sollapour | 120 |
| Goa | 431 | Surat | 565 |
| Golconda | 5 | Tanjore | 541 |
| Gooty | 214 | Timeryeotta | 89 |
| Guntoor. <i>See Condavir.</i> | | Tinevelly | 717 |
| Gurrameonda | 275 | Tritchynopoly | 540 |
| Gurry-Mundlah | 478 | Vifagapatam | 360 |
| Gwalior | 706 | Vifiapour | 233 |
| Huffingabad Gaut | 427 | | |

TABLE VII.—MADRAS to

| | British Miles. | | British Miles. |
|---------------------------------|----------------|-----------------------------------|----------------|
| Adoni | 319 | Gurry-Mundlah | 840 |
| Agimere | 1152 | Guzerat. <i>See Amedabad.</i> | |
| Allahabad | 1062 | Gwalior | 1109 |
| Amedabad | 1014 | Jagarnaut | 719 |
| Anjenga | 506 | Indoor | 894 |
| Arcot | 73 | Ingeram | 385 |
| Aurungabad | 648 | Lahore | 1668 |
| Balasore | 930 | Lucknow | 1154 |
| Bancapour (Sanore) | 414 | Madura | 307 |
| Bandarmalanka | 360 | Mangalore | 440 |
| Bangalore | 215 | Mafulipatam | 292 |
| Baroach | 922 | Mirzapour | 1077 |
| Beder | 439 | Moorshedabad | 1148 |
| Bednore | 445 | Mundu | 858 |
| Bifnagur | 384 | Myfore. <i>See Seringapatam.</i> | |
| Burhanpour <i>by Aurungabad</i> | 773 | Nagpour | 684 |
| <i>by Jaffierabad</i> | 731 | Negapatam | 183 |
| Cabul | 2130 | Ongole | 200 |
| Calberga | 424 | Oude | 1170 |
| Cambay | 973 | Ougein | 888 |
| Canoge | 1143 | Palamcottah | 401 |
| Canoul | 304 | Patna, <i>by Nagpour</i> | 1267 |
| Cashmere | 1817 | Pondicherry | 100 |
| Cattack | 779 | Poonah | 669 |
| Chatterpour | 978 | Rachour | 320 |
| Cheitore | 1055 | Rajamundry | 365 |
| Cicacole | 540 | Raolconda | 380 |
| Coimbetour | 324 | Ruttunpour | 893 |
| Combam, or Commum | 215 | Sattarah | 633 |
| Comeria Cape | 440 | Seringapatam | 290 |
| Condapilly | 306 | Sindy or Tatta | 1432 |
| Condavir | 276 | Sirong | 896 |
| Corah | 1084 | Sirripy | 281 |
| Cuddapa | 165 | Surat | 927 |
| Dalmacherry | 115 | Tanjore | 205 |
| Dindigul | 275 | Timerycotta | 275 |
| Dowlatabad | 656 | Tinevelly. <i>See Palamcottah</i> | |
| Ellichpour | 659 | Trankebar | 165 |
| Ellore | 310 | Travancore | 464 |
| Ganjam | 661 | Trichinopoly | 208 |
| Goa | 575 | Tutacorin | 403 |
| Golconda | 369 | Vellore | 88 |
| Gooty, or Gutti | 275 | Vifagapatam | 517 |
| Guntoor. <i>See Condavir</i> | | Vifiapour | 498 |
| Gurramconda | 177 | Warrangole | 432 |

TABLE VIII.--N A G P O U R to

| | British Miles, | | British Miles, |
|-------------------------------------|----------------|-------------------------------------|----------------|
| Adoni | 513 | Jagarnaut | 481 |
| Allahabad | 378 | Indoor | 354 |
| Amedabad | 591 | Joinagur, or Jaepour | 532 |
| Amednagur | 417 | Kieragur | 127 |
| Arcot | 685 | Lucknow | 470 |
| Aurangabad | 315 | Mahur or Maör | 175 |
| Balafore | 570 | Masulipatam | 462 |
| Bareilly | 567 | Meerta | 514 |
| Beder | 296 | Mirzapour | 393 |
| Bednore | 549 | Moorshedabad <i>by Chuta-</i> | 684 |
| Bilfah | 259 | <i>Nagpour</i> } | |
| Bisnagur | 473 | Myfore. <i>See Seringapatam.</i> | |
| Boad | 320 | Nagpour <i>Chuta</i> | 422 |
| Bopaltol | 241 | Narwah | 392 |
| Burhanpour | 266 | Omrautty | 121 |
| Burwa | 372 | Oude | 486 |
| Calberga | 353 | Ongein <i>by Bopaltol</i> | 348 |
| Calpy | 385 | Panniput | 694 |
| Canoge | 459 | Patna, <i>by Ruttunpour</i> | 566 |
| Chanderee | 280 | <i>by Rewah</i> | 583 |
| Cattack | 464 | Pondicherry | 785 |
| Chaterpour | 294 | Poonah | 501 |
| Cheitore | 515 | Rachour | 414 |
| Chetra or Chittrah | 452 | Ramgaut | 579 |
| Chunargur | 414 | Ramgur, <i>in Bahar</i> | 472 |
| Cicacole | 382 | Raypour | 194 |
| Condapilly | 400 | Rewah | 294 |
| Condavir, or Guntoor | 412 | Rotasgur | 430 |
| Corah | 400 | Ruttunpour | 209 |
| Cuddapa | 554 | Sagur | 241 |
| Dowlatabad | 317 | Sattarah | 528 |
| Ellichpour | 133 | Seringapatam | 746 |
| Ellore | 425 | Sirong | 266 |
| Fyzabad. <i>See Oude.</i> | | Sonepour, or Jonepour | 280 |
| Gangpour | 320 | Sumbulpour | 271 |
| Ganjam, <i>by Gumfear</i> | 450 | Surat | 526 |
| Goa | 626 | Surgoojah | 307 |
| Golconda | 320 | Tanjore | 906 |
| Goory or Gutti | 535 | Trichinopoly | 915 |
| Gumfear | 404 | Vellore | 366 |
| Guntoor. <i>See Condavir.</i> | | Visagapatam | 390 |
| Gurry-Mundlah | 157 | Visiapour | 446 |
| Gwalior | 439 | Warangole | 258 |
| Huffingabad Gaur | 190 | | |

TABLE IX.—OUDE or FYZABAD to

| | British Miles. | | British Miles. |
|---------------------------------|----------------|----------------------------------|----------------|
| Allahabad | 108 | Janfi | 270 |
| Amedabad | 820 | Jagernaut | 641 |
| Arcot | 1171 | Jionpour | 88 |
| Aurungabad <i>by Nagpour</i> | 801 | Indoor | 608 |
| Bahar | 279 | Joinagur, or Jaëpour | 449 |
| Bareilly | 237 | Luhore | 720 |
| Baroach | 837 | Lucknow | 81 |
| Bilfah | 454 | Masulipatam <i>by Nagpour</i> | 948 |
| Bidzigur | 180 | <i>by Cattack</i> | 1122 |
| Bopaltol | 497 | Meerta | 534 |
| Burhanpour | 673 | Mindygaut | 150 |
| Buxar | 154 | Mirzapour | 130 |
| Cabul | 1183 | Monghir | 335 |
| Callinger, or Kawlinger | 178 | Moorshedabad | 518 |
| Calpy | 179 | Moultan | 822 |
| Canoge | 156 | Myfore. <i>See Seringapatam.</i> | |
| Cashmere | 870 | Nagpour Chuta | 360 |
| Cattack <i>by Chuta-Nagpour</i> | 590 | Narwah | 312 |
| <i>by Patna and Midnapour</i> | 731 | Ongein | 579 |
| Chanderee | 357 | Patna | 235 |
| Chatterpour | 266 | Pawangur | 765 |
| Cheitore | 506 | Pondicherry | 1264 |
| Chittigong | 832 | Poonah | 947 |
| Chunar | 140 | Ramgaut | 281 |
| Corah | 135 | Rampour | 279 |
| Dacca | 681 | Rewah | 186 |
| Dowlatabad <i>by Nagpour</i> | 803 | Rotafgur | 210 |
| Erayah | 225 | Ruttunpour | 373 |
| Furruckabad | 192 | Sagur | 376 |
| Ghod, or Gohud | 273 | Sattarah | 977 |
| Goa | 1112 | Seringapatam | 1232 |
| Golconda | 806 | Sindy, or Tatta | 1170 |
| Gurry-Mundlah | 225 | Sirong | 418 |
| Gwalior | 295 | Sumbulpour | 473 |
| Hardwar | 392 | Vishapour | 932 |

TABLE X.—O U G E I N to

| | British Miles. | | British Miles. |
|---------------------------|----------------|-------------------------------|----------------|
| Agimere | 264 | Gurry-Mundlah | 371 |
| Allahabad | 471 | Gwalior | 334 |
| Amedabad | 243 | Hussingabad Gaut | 158 |
| Amednagur | 362 | Janfi | 294 |
| Arcot | 885 | Indoor | 30 |
| Aurangahad | 282 | Joinagur, or Jaëpour | 288 |
| Baroach | 258 | Lucknow | 489 |
| Bareilly | 543 | Meerta | 209 |
| Basteen | 452 | Mirzapour | 518 |
| Bednore | 691 | Moorshedabad <i>by Gurry-</i> | } 973 |
| Bilsah | 152 | <i>Mundlah</i> | |
| Bisnagur | 631 | <i>by Patna</i> | |
| Bopaltol | 107 | Mundu | 40 |
| Burhanpour | 157 | Naderbar or Noondabar | 200 |
| Calpy | 378 | Narwah, <i>direct</i> | 251 |
| Cambay | 256 | <i>by Sirong</i> | 287 |
| Canoge | 460 | Nagpour, Chuta | 770 |
| Cattack <i>by Nagpour</i> | 812 | Patna | 717 |
| Chanderee | 235 | Pondicherry | 978 |
| Chatterpour | 313 | Poonah | 445 |
| Cheitore | 167 | Powangur | 186 |
| Corah | 419 | Ramgaut | 488 |
| Dowlatabad | 278 | Ruttunpour | 498 |
| Ellichpour | 241 | Sagur | 203 |
| Etayah | 397 | Sattarah | 487 |
| Furruckabad | 465 | Seringapatam | 856 |
| Fyzabad. <i>See Oude.</i> | | Sirong | 161 |
| Ghod, or Gohud | 353 | Sumbulpour | 598 |
| Goa | 654 | Surat | 302 |
| Golconda | 519 | Vishapour | 474 |

TABLE XI.—P O O N A H to

| | British Miles. | | British Miles |
|---------------------------------------|----------------|--|---------------|
| Adoni | 350 | Gurry-Mundlah | 658 |
| Agimere | 709 | Gwalior | 716 |
| Allahabad, <i>by Sirong</i> | 853 | Hussingabad Gaut | 470 |
| Amedabad | 389 | Janfi | 674 |
| Amednagar | 83 | Jagarnaut | 982 |
| Arcot | 620 | Indoor | 450 |
| Aurungabad | 186 | Joinagur, or Jaëpour | 745 |
| Balafore | 1071 | Lucknow | 882 |
| Bancapour (Sanore) | 278 | Mangalore | 470 |
| Bangalour | 520 | Mafulipatam | 588 |
| Bareilly | 910 | Mahur or Maör | 374 |
| Baroach | 287 | Meerta | 654 |
| Basseen | 114 | Mindygaut | 844 |
| Beder | 328 | Mirzapour <i>by Sirong</i> | 900 |
| Bednore | 350 | <i>by Nagpour</i> | 894 |
| Bilfah | 507 | Moorshedabad <i>by Nagpour</i> | 1185 |
| Bisnagur | 308 | Mundu | 405 |
| Bopaltol | 464 | Myfore | 540 |
| Burhanpour | 288 | Nagpour, Chuta | 923 |
| Calberga | 288 | Narwah | 669 |
| Callian | 91 | Omrautty | 389 |
| Calpy | 768 | Panniput | 985 |
| Cambay | 338 | Patna, <i>by Sirong</i> | 1090 |
| Canoge | 842 | <i>by Nagpour</i> | 1067 |
| Canoul | 385 | Pawangur | 359 |
| Cattack | 965 | Pondicherry | 455 |
| Chanderee | 622 | Poorundar | 26 |
| Chatterpour | 695 | Rachour | 372 |
| Cheitore | 612 | Ramgaur | 870 |
| Condavir | 524 | Ruttunpour | 710 |
| Corah | 812 | Sagur | 574 |
| Dalmacherry | 545 | Sattarah | 57 |
| Dowlatabad | 184 | Seringapatam | 525 |
| Ellichpour | 380 | Sirong | 543 |
| Ellore | 567 | Sumbulpour | 772 |
| Etayah | 779 | Surat | 243 |
| Furruckabad | 847 | Tanjore | 777 |
| Fyzabad. <i>See Oude.</i> | | Tatta or Sindy | 807 |
| Ghod | 726 | Tritchinpolly | 751 |
| Goa | 250 | Vellore | 606 |
| Gokonda | 382 | Vifagapatam | 747 |
| Goory | 392 | Vifrabay | 112 |
| Guntoor. <i>See Condavir.</i> | | | |

TABLE XII.—SERINGAPATAM to

| | British Miles. | | British Miles. |
|------------------------------|----------------|----------------------------------|----------------|
| Adoni | 233 | Golconda | 320 |
| Amednagur | 544 | Gooty or Gutti | 203 |
| Anjenga | 330 | Guntoor. <i>See Condavir</i> | |
| Arcot | 225 | Gurramconda | 173 |
| Aurangabad | 580 | Harponelly | 216 |
| Bancapour (Sanore) | 247 | Jagarnaut | 924 |
| Bangalore | 74 | Madura | 271 |
| Beder | 339 | Mangalore | 160 |
| Bednore | 184 | Masulipatam | 444 |
| Bisnagur | 226 | Negapatam | 300 |
| Burhanpour | 705 | Ongole | 325 |
| Calicut | 127 | Onore | 243 |
| Calberga | 299 | Palamcotta | 351 |
| Canoul | 308 | Pondicherry | 266 |
| Chitteldroog | 112 | Rachour | 323 |
| Cochin | 218 | Raolconda | 328 |
| Coimbatore | 125 | Roydroog | 176 |
| Combam or Commum | 285 | Sattarah | 470 |
| Comorins Cape | 393 | Sirripy | 90 |
| Condanore | 243 | Sollapour | 347 |
| Condapilly | 439 | Tanjore | 252 |
| Condavir | 407 | Tellicherry | 125 |
| Cuddapah | 226 | Tinevelly. <i>See Palmcotta.</i> | |
| Dalmacherry | 186 | Timery Cotta | 350 |
| Dindigul | 232 | Trankebar | 290 |
| Dowlatabad | 588 | Travancore | 357 |
| Ellichpour | 678 | Tritchynopoly | 224 |
| Ellore | 484 | Vellore | 211 |
| Goa | 304 | Vifiapour | 388 |

I N D E X

TO THE

M A P.

§†§ The whole Map being divided into Squares, or Spaces, by the Intersections of the Parallels of Latitude with the Meridians, each particular Square is pointed out by Letters of Reference alphabetically arranged along the Margins of the Map; the side Margins having Capital Letters, and the top and bottom ones, small Letters. For instance, the City of DELHI is given in the Index under the Letters H m; and if the eye be guided along horizontally in the Map, from H, until it comes under m, the Square which contains DELHI will be found.

. The Names of Countries, or Nations, are in Roman Capitals; and those of Princes, Rajahs, or Chiefs, in Italic Capitals: and such Places as have their Situations described in the Index only, and not in the Map (owing to want of room) are in Italics.

†,† Abbreviations: Terrs. (Territories) I. (Island) R. (River) Pt. (Point) Mt. or Mts. (Mountain, or Mountains) F. (Fort)

| | | | | | | | |
|----------------|------------|---------------|------|------------|---------------------|----------|----------------|
| A | A. | Acheen | - | G f | Adj. R. | - | N x |
| ABDALLI | C c | Ackfica | - | C d | <i>ADYID SING</i> , | Terrs. | |
| Abdun | - | Adam's bridge | | C o | of | - | M q |
| Abdinga | - | Adam's peak | | E p | Adjitmaul | - | K o |
| *Abugur | M h | Adaven, or | Adav | e d | Adingay | - | W o |
| Acbarpour | K r | | | W n | Adivini | - | W l |
| Acbarabad. | The same | Adenagur | - | E i | Adjodin, or | Paukput- | |
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| ALMORAH | G o | Araba R. | - | K a | Attore, or Ahtore | A n | | |
| Alore | - | R n | ARACAN, or REC- | | AVA, dominions of | O f | | |
| Alur | - | W p | CAN | - | Q d | Ava | - | O b |
| Alwhar | - | H l | Aracan | - | ibid. | — river, or Irabatty | S f | |
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| | | | | |
|--|--------------|--|---------------------------------|--------------|
| DELHI | H m | <i>Dournal</i> , or <i>Durnal</i> pass | Endri | G l |
| Delhi | <i>ibid.</i> | X n | Enegil | P o |
| Delamcottah | I y | 5 miles W. from U- | Erotah | Z l |
| Dellas | E q | degheerri. | Erroad | A m |
| Delly F. (Deccan) | Q k | DOWLATABAD. | Elaū-Khan-Cote | G i |
| Denebul | T g | The same as AMED- | Ekkerdou | C i |
| Denti | R k | NAGUR | Etayah, or Ittayah | K o |
| Deogur | M w | Dowlatabad | Etouda | I u |
| Deopad, or Doupar | W o | Dowlatpour | | |
| | | Dowrya | | F |
| <i>Deounella</i> , or <i>Divinelli</i> , | | Dua | Faguird | U p |
| the birth place of | | Dubba-Fetree R. | Falour Gaut | F i |
| Hyder Ally. — It | | Dubhoi | Falfe Pt. | Q w |
| lies about 11 miles | | Duckee | Faranagur | T n |
| N. by W. from | | Dumdah | Faridabad | H m |
| Ooscottah | Y n | Dummoodah R. | Farognagur | <i>ibid.</i> |
| Deopilly | S s | Dumow | Fafalpour | O g |
| Deriabad | K q | Dumroy | Fattabad | H i |
| Desbarra | P g | Dunda Rajapour | Fattinagur | G i |
| Devava | B e | Dungong | Fattipour, or Sikri | I n |
| Devicotta | A o | Dunna | Fauzilabad | E h |
| Deviparnam | C o | DUNNAWUT | Feiruz | M b |
| Deutan | R k | Durranneah | Fenny R. | O b |
| Dewah, or Gogra R. | I q | DURANNIES. | Firozeabad (near Delhi) | H m |
| Dewangunge | L z | same as the Abdalli. | ———— (near Agra) | I n |
| Dhar, or Dar | L m | Durbungah | | |
| Dig | I m | <i>Durnal</i> pass. See <i>Do-</i> | Firosepour | G h |
| Dilly Mt. | Z k | <i>urnal.</i> | Firoufe | H i |
| Dilmow. See Dalmow. | | Durrag | FIZULACAWN, Ter- | |
| Dinagepour | L y | Dutteah | ritories of | G o |
| Dincoot | D e | Duwor | Foul I. | S d |
| Dindigul | B n | | Fresh water I. | <i>ibid.</i> |
| Dirawell | G l | E | Frier's hood | E q |
| Dir I. and Pt. | Q d | Econah | Fringybazar | N a |
| Divy Pt. | W q | Edoar | Fullertol | H p |
| —— Island | U p | Edghir, or Woodgur | Fulmady | W n |
| Dobb's Cape | T h | | Fulra | O y |
| Doefah. See Chuta- | | EIDER | Furruckabad | I o |
| Nagpour. | | Ekpol | Futtiour (in Corah) | L q |
| Dogon | U g | Eldurty | | |
| Dolla R. | T g | Elephant Mt. (Ceylon) | <i>Futtigur</i> , 4 miles S. E. | |
| Dolpour | K n | | from Furruckabad | I o |
| Dombes | P g | Ellaconda | FUTTISING, his Ter- | |
| Dondrahead | G p | Ellichpour | ritories | O g |
| DOOAB | I n | Ellore | Futwa | L u |
| Doorygaut | K s | Flora Pagoda | Fyzabad | K r |
| Doupar. See Deopad. | | Enapour | | Gaëlics |

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| Gaëlies - G p | U h | Goorackpour | K s |
| Gaguinpar - T n | Ghiddore - M w | Goorty. See Gutti. | |
| Galgala - U l | Ghizni. See Gazna. | GOR - H q | |
| Pt. de Galle - F p | Ghod - K n | Goragot - L z | |
| Gandicotta - X n | Gburnah R. - Q k | Goraygom - S i | |
| Ganga Godowry, or | GICKERS. See Ka- | Gordeware Pt. - U r | |
| Godavery R. R i | kares. | Gorkah - H t | |
| Gangalagutta W n | Gigat Pt. See Jaggat. | Gotta - U m | |
| Gangapatnam X p | Gilligama R. See Gon- | Gour - M y | |
| Ganges R. its source E p | degama. | Goulour - W l | |
| — mouth O a | Gindere - F p | Gowgat - R a | |
| Gandgourly - S n | Gingee - Z o | Gowrey - I p | |
| Gangpour - P t | Gitti - F n | Graen - T i | |
| Ganjam - R u | Goa - W i | Groapnaught Pt. P f | |
| Ganigapenta pais, seven | Goalparah - K a | Guarda Reef W e | |
| miles N. E. from | Godah - M l | Gubinagar K y | |
| Dalmacherry Y n | Godavery R. or Go- | Gujurat, or Gujerat (in | |
| Gannygom - S i | dowry - S o | Lahore) - D h | |
| Ganore - G m | — mouth | Gumipaleam Y n | |
| Garan - B d | U r | Gumplegud - U p | |
| Gareeah - M y | Godrah - O h | Gumsoar - R t | |
| GARROWS - L b | Gogo - P f | Gundar - P g | |
| GAUR - B a | Gograh R. See Dewah. | Gundave - Q g | |
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| Gaubend - A c | Golcondah - T n | Gunduck R. - H s | |
| Gaut Mts. - S h | Golerampilly - T o | GUNGADAR PUNT, | |
| Gayah - M u | Golgom - D p | his Terrs. - L n | |
| Gazna, or Ghizni C b | Gollapollom - U q | GUNTOOR - U p | |
| Gazypour - L s | Gomaum Mts. F k | Guntoor - <i>ibid.</i> | |
| Gegadivi, eight miles S. | Gondegama R. W o | Gurinuchtisher H n | |
| E. from Kistnagherri. | Gondlah - T p | Gurra-Baundhoo N q | |
| Geharconda - P l | Goodapilla - Y n | Gurramconda Y n | |
| Gelali, defart of D f | Good-water I. D n | Gurry - N p | |
| — Mt. or Yullale- | GOODIERS. A peo- | GURRY-MUND- | |
| ah - D e | ple who occupy the | L A H, or Baundhoo | |
| Geligonda - W o | side of the Ganges | <i>ibid.</i> | |
| GENTYA - L c | opposite Rohileund. | Gurry-Mundlah <i>ibid.</i> | |
| F. St. George, or Ma- | Goohoor - U m | Gutigui, or Catigui U l | |
| dras - Y p | Gool R. - P k | Gutti, or Gooty W m | |
| St. George's I. (Goa) | Goolapilly - Z n | GUZERAT O d | |
| | Goolgunge - M o | Gwalior - K n | |
| St. George's channel | Goollah - P g | H | |
| (Nicobars) - E e | Goornow Gaut M u | HAJAKAN - F b | |
| Ghergong, or Kirganu | Goonty R. - K q | Hajykan Chokey G e | |
| | Goondah - I r | Hajygunge - N z | |
| | H | Hajypour | |

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| Hajypour (in Bahar) | Hofkotah | - | Si | Jalalpour | - | <i>ibid.</i> |
| ————— (in Lahore) | Hubibgunge | - | Na | JALLINDAR Doab | - | Fi |
| ————— | Hubly, or Hubely | - | Uk | Jallindar | - | <i>ibid.</i> |
| Hallegande | Huddlegur | - | Qs | Jalour, or Shalore | - | Lh |
| Handya | Huldypookre | - | Ow | Jamdro Lake. See Pal- | - | ré. |
| Hangool. It lies about | Hunary I. | - | Sg | Jangegur | - | Ox |
| 20 miles N. E. of | Huntong | - | Mf | Janglapilly | - | Xp |
| Edghir | Hurdah | - | Om | Janicpour | - | Kw |
| Hanfoot | Hurdwah | - | Gn | Janmier | - | Pf |
| Hanfy | Hurryal | - | Mz | Janfi, or Jaffi | - | Ln |
| Harponelly | Hurrydurp Gaut. It lies | - | | Janteca | - | Wl |
| Harriorpour (in Mo- | on the S. E. of Ry- | - | | Jara | - | So |
| caumpour) | acotta. | - | Zn | Jarampour | - | Fl |
| ————— (in Orissa) | Hurfalo | - | Ki | Jarbarry | - | Ly |
| ————— | Hufnabad Gaut, or | - | | Jargepour | - | Qw |
| Harfara | Huffingabad | - | Om | Jasselmere | - | Kh |
| Haffi | Hutta | - | No | Jaffi. See Janfi. | - | |
| Haftee | Huttany | - | Tk | JATS, country of | - | Hi |
| Hatin | Hydaspes R. | - | Eg | Javerda | - | Tm |
| Hatter | Hyder - Nugger, | - | | Jauldoe | - | Nw |
| Hautimabad | Bednore | - | Xk | Jaujepour-Cowlah | - | Ql |
| Hazaratnagar | <i>HYDER ALLY</i> , Terrs. | - | | Javes | - | Kq |
| Hazaree, or Hir R. | of | - | Zl | Jebhan | - | Dh |
| Heerapour (in Visha- | Hydershi | - | To | Jehaul | - | Gg |
| pour) | Hydrabad | - | Tn | Jehoud Mts. | - | Dg |
| ————— (in Bundel- | Hydraotes R. | - | EH | Jelalabad | - | Io |
| cund) | Hyphasis R. | - | Gh | Jelalpour | - | Lp |
| Helawak | | - | I | Jelassar | - | In |
| Hendukefh | Jadevar | - | Uk | Jelpigory | - | Ky |
| Heriabad | JAËPOUR. See Join- | - | | Jellandra | - | Rt |
| Hesamally | agur. | - | | Jellalore | - | Px |
| Hibutpour | Jaffierabad, or Zuffe- | - | | Jellinghee | - | My |
| Hindenny R. | rabad | - | Ql | Jellmore | - | St |
| Hindia | Jaffierabad (in Guze- | - | | Jelloan | - | Ko |
| Hindooah | rat) | - | Qe | Jellomew | - | Tg |
| Hindoo-Ko, or Hin- | Jaffiergunge | - | Nz | Jemulmaraag | - | Xn |
| doo Mts. | Jafnapatam | - | Cp | Jenaub, or Chunaub | - | |
| Hir R. See Hazaree. | Jagarnaur Pagoda | - | Ru | R. (ancient Acesines) | - | Eg |
| HOLKAR, Terrs. of | Jaggat, or Jigat Pt. | - | Oc | Jendur | - | Tl |
| ————— | | - | | Jengian | - | Fg |
| Honany | JAGHIRE, Compa- | - | | Jenneahgur | - | Rh |
| Hoogly | ny's in the Carnatic | - | | Jennidah | - | Nz |
| ————— river | | - | Yp | Jeraligur | - | Tm |
| Hooringotta R. | Jagrenatpour, or Coc- | - | | Jessore, or Moorley | - | Nx |
| Hofangry Gauts | kanara | - | Ur | Jickfee. | - | |
| Hortharpour | Jalalabad | - | Gm | | - | |

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| Jidger R. - H k | ————— (in Vilia- | Keogong R. - | U e |
| Jionpour - L r | pour) - T i | Kerah - | P f |
| Jirres - L m | Ittayah. See Etayah. | Kerebad - | C e |
| Ikery - Y k | Itchapour (northern cir- | Kerdiz - | ibid. |
| ILLAHABAD. See | cars) - R t | Kergang - | O k |
| Allahabad. | ————— (in Berar) | Kernadge - | C d |
| Indelway - S n | P m | Keror - | H f |
| Inderab, or Anderab | Jugang - G y | Khoud - | P u |
| ————— A d | Jughigopa - K a | Khrishnah R. See Kift- | |
| Inderfoul - R k | Julkuddar - O c | na. | |
| Indoor - N k | Jumboscer - O g | Kiangse - | G a |
| Indos - N x | Jummoo - D i | Kieragur - | O q |
| Indour - S n | Jumnah R. - G m | Kilberga. See Calber- | |
| Indrat - S m | Jungaloo R. - W o | ga. | |
| Indus R. See Sinde. | Jungulbarry - M a | Kilkare - | C o |
| Ingeram - U r | Junier - S i | Kim R. - | P h |
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| Inilacolla - P x | JUSHPOUR - N s | Kimlaffa - | M n |
| Innaconda - W o | | Kimloud. It lies about | |
| Johanabad - P l | | 13 miles to the East | |
| St. John's Pt. Q g | | of Broderah | O h |
| ————— Rocks T e | K | Kimmaul - | Q s |
| ————— (by Cochin) | KAKARES, or GIC- | Kings I. (Mergui) Z i | |
| ————— G l | KERS - D f | ————— Point (Achein) | G f |
| JOINAGUR, or Jaë- | Kallarus - L m | Kinnoge. See Canoge. | |
| pour - K l | Kambala Mt. - F a | Kinnoul. See Canoul. | |
| Joinagur - ibid. | Kampta - O p | Kishen R. - | C f |
| ————— on the Puddar | Kandabil - H b | Kishenagur (in Bengal) | N y |
| R. - M e | Kandagla - S i | ————— (in Mewat) | l l |
| Joogdya - O b | Kangee - P o | Kisserah - | U p |
| Jonepour, or Soncpour | Kanyan - A a | Kishnagherri - | Z n |
| ————— Q s | Kanfa - H w | Kistna R. or Khrishnah | |
| Joud Mts. See Je- | Karical - B o | ————— mouth | W q |
| hond | Karnawl, or Carnal G l | Kistnapatam - | X p |
| JOUDPOUR, or | KASHGUR. See Cash- | Kitterah. See Cutte- | |
| MARWAR. L k | gur. | rah. | |
| Irabattey, or Ava R. | Katimbevole - E q | Kitturah - | W k |
| ————— N b | Kaungurrah Cote D k | Kitzhick R. - | H u |
| Irapour - U l | Keerpoy - O x | KOGE - | K a |
| Ireh - L o | Keheep - E f | Kohcheny - | D i |
| Irega - W l | Keira - O g | Konapour | |
| Irijab - C c | KELATIONS E c | | |
| Iron I. - Z i | Kelay l - D h | | |
| Islamabad - O b | Kellinellicotta B o | | |
| Islamnagur - N m | Ken - H e | | |
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| Konapour | W i | Lamentung | - | F d | Magalawaukel | Y n |
| Kondur | R m | Landeol | - | W n | Magame | F q |
| Koondabarry Gaut. | See | Langee | - | O q | Magghe | Y i |
| Coondabarry. | | Langur Mt. | - | H y | Maghedi | Y n |
| Koondah | M t | Laour | - | L b | Mahanada R. | K x |
| Koonjoor | P u | Laffia, or Lahaffa | - | F b | Mahe | A k |
| Koorbah | O r | Laffour | - | R k | Mahegam | S n |
| Koorney | M n | Latac | - | C l | Mahewa | M o |
| Koolhab, or Chofhaub | | Lateo | - | N t | Mahim | R g |
| | E f | Lawry Bunder | - | N b | Mahjeanpour | I m |
| Koral | P g | Lawrow | - | M n | Mahmudpour, or Boof- | |
| Koram | G k | Lepra-Lankeng | - | H b | nah | N z |
| Koft | A a | Lingapour | - | R n | Mohoba | L p |
| Kotal | M p | Lingumpilly | - | X m | Mahomdy, or Mandy | |
| Kotta | L l | Logur | - | S h | | I p |
| Kottilah. | See | Lokohar | - | K w | MAHRATTAS. | See |
| lah. | | Lolbazar | - | K z | the names of the fe- | |
| Koukhoun | T f | Loldong | - | G n | veral Chiefs; Paish- | |
| Kounmeon | O b | Loner | - | Q i | wah, Sindia, Holkar, | |
| Kozdar | F b | Lowyah | - | K t | &c. | |
| Kubbuleah | G g | Lucca R. | - | F e | Maifley | K u |
| Kappureah | G i | Luckiduar | - | K z | Majufferpour | ibid. |
| Kurpah. | See | Luckipour (in Bengal) | - | O s | MAKRAN | G a |
| Cudda- | | | - | | Malaac | N g |
| pah. | | | - | | MALABAR, coast of | |
| Kuffoor | G h | ————— (in Bootan) | - | K z | | B k |
| Kut, or Kuti | G w | Lucknadour | - | O o | Malavilly | Z i |
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| Kieragur. | | Lundfey | - | S f | Mallown (in Malva) | |
| | L | Lufcot | - | K m | | M n |
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| Lackanwaddy | Gaut | | - | | coast) | U h |
| | Q m | | - | | Malnor | G i |
| Lackratapilly | X n | Mabi | - | N e | Malpurry | K l |
| Lackricotta | T s | Macherlaw | - | U o | Maltua | F q |
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| Lahaar | L n | Maddiguer | - | W m | Mamdy. | See |
| Laheri Bunder. | See | Madec | - | S n | dy. | |
| Lawry | | Medecora | - | Z k | Mamalghery | C m |
| LAHORE | E f | Madera | - | S n | Manapar | D n |
| Lahore | E h | Madigheri | - | A l | Manat L. | C p |
| Lahowry | R k | Madras, or F. St. | - | Y p | Manarcoil | C o |
| Lalapet 8 miles N. W. | | George | - | Y p | Manara, gulph of | D o |
| from Arcot | | Madura | - | C n | Manboom | N w |
| | | | - | | Mandagele | |

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| Maör or Mahur - Q n | Merat, or Mirte - G m | Monacunda - S o |
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| Marot - K m | Merlom - T n | Mongal - T p |
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| Moot | L o | Mulanagur | K p | Nancar | R n |
| Moctapilly | W p | Mustaphabad | G l | Nander | R m |
| Mopar | X o | MUSTAPHNAUG- | | Nandigur | Q o |
| Morelah | W o | GUR. The same as | | Nandy Allum | W n |
| Morgar | H f | Condapilly. | | Nanga. See Nahgur | |
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| MORUNG | K x | Myer | M p | Nappar | O g |
| Mosabad | K l | Myhie R. | N h | Narangur | O x |
| Moscov Is. | Y b | MYSORE | Z l | Narcapilly | U o |
| Mougiltore | U m | Myfore | ibid. | Narcondum I. | Y e |
| Mouhun | F f | | | Nardole | U q |
| Mouler. See Saler | | N. | | Naroole | Q g |
| Mouler. | | NADERBAR | P h | Narsapour | U q |
| MOULTAN | H f | This Circar was for- | | Narfi | U l |
| Moultan | G f | merly reckoned to | | Narsingapatam | R n |
| Mounec | H k | Malwah, but now to | | Narsingur | O w |
| Mouffi R. | T n | Candeish. | | Narwahl | L n |
| Mow (near Chatter- | | Nacor | I k | Narwallah, or Neh- | |
| pour) | L o | Naderbar | P h | walla | N f |
| — (near Rewan) | M r | Nadout | N e | Nasagur | E k |
| — (in the Deccan) | | Nagapour | K y | Nasick-Trimuck | R i |
| | S n | Nagartz | F a | Natrudacotta | D n |
| Muckundgunge | N u | Nagaz. See Nuggar. | | Nattam | B n |
| Muckundpour | M q | Naggur, or Nanga | | Nattore | M z |
| Mud R. or Puddar | N c | (Guzerat) | N d | Navaru | T i |
| Muglatore | U q | Naggur (in Oude) | I q | Nautpour | K x |
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| Munnypour | M e | NAIRS. Their coun- | | Nellemby | F p |
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| Tambrei - | C m | THIBET, great | E t | Trincoler - | A l |
| Tamlook - | O y | ———— little | B i | Trincoli - | E q |
| Tanai - | I t | Tiberhind - | H k | Trinkamaly - | D q |
| Tanda, or Tanrah | M y | Tickerry (in Bahar) | M t | Trinornalee - | Z o |
| TANJORE - | B o | ———— | | Tripanty Pagoda | W o |
| Tanjore - | ibid. | Tickerry (in Malwa) | O l | Tripassore - | Y p |
| Tankia - | G x | ———— | | Tripatoor (in Barra- | |
| Tanna - | R g | ———— | | maul) - | Z n |
| Tannafar - | G l | Tickley (in the Deccan) | U l | Tripatoor (in Marra- | |
| Tanore - | A l | ———— (northern cir- | | war) - | C n |
| Taptee R. - | P h | cars) - | S t | Tripetty Pagoda | Y o |
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| Tarrapour (in Malwa) | O k | Timerycotta - | U o | Trivadi - | A o |
| ———— (in Concan) | S g | Tinevelly - | D n | Trivalore - | B o |
| Tasgaong - | T i | Tingrecotah - | A n | Trivatore - | Z o |
| Tastafudon - | I z | Tingri - | G y | Tubbauleh - | E i |
| Tapta - | M b | Tiperah - | N b | Tuclear - | D m |
| Tavai - | X i | Tiffiah - | N t | Tull - | A d |
| ———— Island - | Y b | Todah - | L l | Tulloom - | F i |
| Taudekonda - | T o | Togloepour - | G l | | |
| | | | | Tullogom | |

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| Tulon | Gx | conda. | | Wordah R. | Pa |
| TURAN | Gc | Vingorla | Ui | Worgaum, or Burgom | Sh |
| Turincourchy | Bn | Vinkeryeotali | Bl | Worriorepollum | Ad |
| Turki | Ku | Vifagapatam | Ts | | |
| Turkpour | Ef | VISIAPOUR, or Be- | | | |
| Turlah | St | japour | Ti | | |
| Tutacorin | Dn | Vifiapour | Tk | Yalamoody | Cn |
| | | Vizapour | Ri | Yale | Fq |
| | U. | Vizianagram | Ts | Yanam | Ur |
| Vandal | Wi | Vizianagur | Rt | Yanangong | Qg |
| Vadegheri | Dm | Vizindruck, or Del- | | Yandaboo | Ob |
| Vaelue | Fq | batta | Th | Yankeon Mts. | Gx |
| Valdore | Zo | Vizirabad | EH | Yehenagur | Ei |
| Vall-Arru R. | An | Umbeer | Kl | Yehungfehaul | Fg |
| Vangle | An | Umbella. See Amballa. | | Yelafuram | Un |
| Vaniambaddy | Zn | Unkei-Tunkei | Qi | Yelcour | Yo |
| Udeggerri | Xo | Volconda | Ad | Yo-Sanpoo, or Teestah | |
| Veliodu | Dm | Upella - Chanderaghery | | R. | Ix |
| Velore | Zo | | So | Yullaleah, ot | Gelali |
| Vellum | Bo | Upparah | Tr | Mt. | De |
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| Ventapolum | Wp | Warangole | So | Terr. | Gl |
| Ventre | Uq | Wardapanaigue | Yp | Zacera | Xp |
| Veracundalore | Yo | Wari | Ti | Zelate | Cb |
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